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STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

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PRINCIPAL CONTENTS.

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Saturday, April 21, 1849.

Railways in Canada and the Lower Provinces.

On the 31st of December, 1846, Earl Grey, the Colonial Secretary, in a dispatch to Lord Elgin, the Governor General of British North America, directed him to take measures toward effecting a more perfect union of the several North American Colonies, and suggested as a means of accomplishing it, a meeting or convention of commissioners from the different provinces, to consider the several subjects requiring concurrent legislation.

The plan of the *Zoll Verein* was alluded to as furnishing something like an example for imitation,—though Her Majesty's Government, in the language of Earl Grey, merely referred to it as an illustration of the advantages of a commercial union, while political relations remained unaffected. In pursuance of this suggestion, a meeting of commissioners from the several British Provinces was held in Montreal in the fall of 1847, and certain measures concerted to ensure between the different colonies uniform rates of duties both in their commercial and postal intercourse, and such other arrangements agreed upon as could be made to promote the general welfare of the colonies. The subject of railways for the colonies was very fully considered in their discussions, and the great trunk line from Halafax to Quebec was then considered with a view to some action on the subject, when circumstances should favor the plan.

These proceedings, though attracting very little attention at the time, were highly important as a movement toward the gradual withdrawal of British influence from the legislation of the colonies.

Very shortly after this, Lord Elgin dissolved the Parliament of Canada, some eight months, only before the expiration of the legal term of its existance, and ordered a new election. A change of ministry followed this result, and the liberal, or radical party, as they styled themselves, came into power, with a majority in the House of 60 to 24.—Meanwhile a despatch of Earl Grey, originally addressed to Sir John Harvey, Governor of Nova Scotia, and afterwards communicated to Lord Elgin, announced the readiness of the Home Government to yield assent to the demand of the Legislatures of Nova Scotia and Canada, for a recognition of the principles of "Responsible Government."

Lady Elgin is the daughter of Earl Durham, and a niece of Earl Grey, and the appointment of the Earl of Elgin to Canada was regarded as an act of justice to the memory of Lord Durham, in all whose sentiments Lord Elgin is understood fully to sympathise.

The able, comprehensive and statesmanlike views of Lord Durham were carried out in part in the act of Union, and Lord Elgin has followed out the noble policy indicated by his father-in-law, in his efforts to carry forward public improvements, and promote the social and commercial condition of the colonies. The repeal of the Navigation Laws—the adoption of the principles of our Reciprocity Bill—the opening of Railway communication through Canada, and the retrenchment of public expenses, are the great measures regarded as essential to the growth and prosperity of the North American Colonies.

The Bill for the payment of the Rebellion losses, and for changing the Representatives, having given rise to much angry debate, and been disposed of, the Railway System of Canada has just been brought forward as a Government measure.

We have given the readers of the Journal information, from time to time, as to the railway movements of Canada, and they will recollect the appointment of a Railway Cpmmittee, with Sir Allan McNab as Chairman, and Mr. Steers as Secretary. In these movements, the most singular harmony and good nature are apparent among gentlemen most strongly opposed to each other politically.

MR. STEERS, who is the Secretary and Treasurer of the Montreal and Porland Railway Company, has, as Secretary of the Railway Committee, drawn up, with singular ability and good taste, a Report on the subject of Legislative aid to Railways in the British Provinces. The report presents in so full and clear a manner the various arguments in favor of this policy, and fortifies them so completely by an appeal to facts drawn from the experience of the leading States in the Union, that we are happy to be able to present it to our readers in this number of the Journal. Any abridging it is out of the question.

OFFICE OF THE GENERAL RAILWAY COMMITTEE OF CANADA,

Montreal, 7th April, 1849.

Sir: I have the honor herewith to transmit to you for the information of His Excellency the Governor General in Council, a Report on the subject of aid to railways, compiled for the General Railway Committee of Canada, and submitted for their instructions.

I have the honor to be, Sir,
Your most obedient humble servant,
THOMAS STEERS, *Secretary*
General Railway Committee of Canada.

The Honorable The Provincial Secretary,
Government House.

REPORT:

It having been considered important that further and more detailed information should be furnished to the Government, on the subject of Public Aid to Railways, than was contained in the Memorandum transmitted for the consideration of His Excellency, the Governor General in Council, on the 9th March last, I have the honor to submit a Report for the adoption of the General Railway Committee of Canada, containing the required detail, obtained from the most authentic sources, and under the following heads:

First. As to the extent to which the scheme proposed may pledge the Credit of the province.

Secondly. The action taken by the Legislature of the United States in analagous cases; and,

Teirdly. What results have been consequent upon such aid, financially to the Revenue, and generally to the interest and prosperity of the States in which Legislative Aid was granted for the construction of Railways, and other internal improvements.

The trunk, or main track through the Province, is proposed to extend from the city of Quebec to the village of Windsor, opposite to Detroit, and is at present represented by the following incorporated companies:

1st. The St. Lawrence and Atlantic railroad Company, incorporated by the 8th Vic. cap. 23; capital £600,000, with power to add £500,000..Total.. £1,100,000

NOTE.—The Quebec and Halifax Railway is also chartered for a portion of this route from Melbourn to Quebec.

2d. The Montreal and Kingston Railroad Company, Incorporated by 11 Vic. cap. 107; capital..... 1,000,000

3d. Wolfe Island, Kingston and Toronto Railroad Company, Incorporated

by 10 Vic. cap. 108; capital.....	1,000,000
4th. An Act to Incorporate a Company to extend the Great Western Railway from Hamilton to Toronto, 10 Vic. cap. 100; capital.....	225,000
5th. The Great Western Railroad Company, Incorporated by 10 Vic. cap. 110; capital.....	1,500,000
Total Capital.....	£4,825,000

The approximate lengths of the Railway construction contemplated by the above corporations are—

No. 1. Taking the whole route from Montreal to Quebec.....	170 miles.
2. Montreal to Kingston.....	180
3. Kingston to Toronto.....	160
4. Toronto to Hamilton.....	40
5. Hamilton to Windsor.....	184
To which add the Branch from Melbourne to Province Line.....	58
Making a Total of.....	792 miles.

The cost of which may be approximately estimated at £5,500 per mile, and would give an aggregate total cost of construction £4,356,000.

It is proposed to modify the recomendation of the 9th March last, by limiting the demand for Legislative Aid to one-half, instead of two thirds of the amount of construction, as then advised, which would place the Government in the position, that the entire amount for which they could be called upon to pledge the Revenue of the Province, supposing that the whole of the trunk line were placed under construction, would be £2,178,000.

It is however manifest, that years must elapse before the entire line can be placed under construction, and the limits proposed, guarantee to the Government, that no immediate demand can be made for the pledge recommended, as it does not appear probable, that beyond the St. Lawrence and Atlantic, and Great Western Railway Corporations, the demand will be made for some years, by which time those roads will be completed; and no doubt can be entertained, earning a revenue which will have relieved the Government, if not from all responsibility, from all anxiety on account of the guarantee to these undertakings, for a net revenue of *three per cent.* on the cost of construction, will pay legal interest on the guarantee reqnired.

If this view be correct and it appears the only one reconcileable with the present position of railway affairs in the province, the Government within the next five years, can be called upon to pledge the revenue of the Province, to the extent only, of the interest on one-half of the cost of construction of 412 miles, or of £1,133,000, amounting to £67,980 per annum, and its revenue will be increased by the direct action of the traffic of these undertakings, in a greater proportion than the interest of the sum for which the guarantee shall have been granted, and the communications will then be completed between the Western States and Lake Ontario, and between the cities of Quebec and Montreal to the Ocean, and the Canals of the St. Lawrence rendered available, to the latest moment of navigation.

The second consideration, the action of the Legislature of the United States in analagous cases may be detailed as follows:

The Legislature of New York granted to various Corporations within the State Legislative aid to the extent of—

On Railroads.....	$4,465,700
Other Corporations.....	880,000
	$5,345,700
The Legislature of the *Cimmonwealth of Massachusetts*, granted Legislative aid to Railroads of.....	[56 5,049,555,
The Legislature of the *State of Virginia*, has granted in the late Session aid to Railroads of.....2,370,000	
Other Corporations..... 560,000	2,930,000
Making in the aggregate.....	13,325,255-56

The States of North Carolina and Maryland, have likewise granted Legislative aid to Corporations for public improvement, the returns of which have not yet been received.

The State of New York, granted aid to the New York and Erie Railroad Company, upon a *prorata* issue of stock as the work progressed, upon the amount expended, defined in certain Acts to expedite and assist the construction of a railroad from New York to Lake Erie, passed on the 23d April, 1838, 29th April, 1840, and 18th April, 1843, and which enact, that upon satisfactory evidence being afforded to the Comptroller of the State, that certain amounts were collected by the Company from their Stockholders, and duly laid out in construction, that officer be empowered to issue State Stock to a similar amount in aid of the Company. By the Act of 20th April, 1846, an issue of stock was authorised in the proportion of two dollars to one expended, to the extent of $400,000, and by the Act of April, 1843—The State was empowered to purchase the road within two years, at cost of construction and 7 per cent. interest thereon, less, the amount of the State Stock loaned, being three millions of dollars, and interest, and failing to purchase, the debt of three millions of dollars, which was secured by mortgage to the State, was released to the Company and the mortgage thereby cancelled.

It may not be irrelevant to state here, that it is generally understood, that this munificent gift of the State, was made with the view of the political conciliation, of the southern line of counties in the State, the inhabitants of which were dissatisfied that the Government had expended so large a sum in the construction of the Erie Canal, running through the northern counties exclusively, by which the value of property there was so largely enhanced, as to create a jealousy in the south; to conciliate which feeling the sum above mentioned was given as described, to the New York and Erie Railroad Company, to assist in the construction of that undertaking, running through the southern counties, and which bids fair in its consequences to leave no room for dissatisfaction in the increased value of property in that section by its construction.

Other Railway Companies were likewise assisted by the State of New York, but the aid was comparatively small.

The following document is submitted as the Official Statement of the Secretary of State of the Commonwealth of Massachusetts of the Legislative aid granted by that State, to Railway Companies, and likewise a letter of His Excellency Governor Briggs, expressing his concurrence in the Statement and views of the Secretary of State.

Statement from Official Records of the interest of the Commonwealth of Massachusetts in Railroads:

1st. Ten thousand shares of Western Railroad Stock (original issue)..... $1,000,000
One hundred and thirty-four shares of the same (new issue)..... 13,400
$1013,400

2d. Amount of script loaned to Railroad Corporations, the payment of which is secured by mortgage on their several roads.

A. Western Railroad	due in	1868-9..	$2,000,000
Do	"	1870....	1,200,000
Do	"	1871....	699,555,56
B. Eastern Railroad	"	1857-9...	500,000
C. Norwich and Wor.	"	1857....	400,000
D. Andover & Haverhill	"	1857....	100,000
E. Boston & Portland	"	1859....	50,000
Making in all.....			$5049,555,56

Note.—In addition to this there are $163,000 of Western Railroad Stock in two of the State Funds. The Western Railroad Stock is above par and has been steadily increasing in value, the dividend the last year was *Eight per Cent.*, no doubt is entertained of its being a very profitable stock.

The loan of the credit of the Commonwealth to this, and the other railroad corporations named is abundantly secured.

In connection with the interest of the Commonwealth in the Western Railroad, there are two Sinking Funds.

1st. The Western Railroad Stock Sinking Fund.

This is the property of the Commonwealth, the purpose of it is set forth in the Act establishing it, the future purchase, or final redemption of the script issued by the State for the payment of the Stock, in the Western Railroad, and to meet the accruing interest on that stock.

This fund is derived from various sources, authorised by the laws of the Commonwealth.

The amount of this fund at the beginning of the present year was $525,120,55.

2d. The Western Railroad Sinking Fund.

This fund belongs to the Western Railroad Corporation, and is deposited with the Commonwealth as collateral security for the ultimate payment by that Corporation of the State Script.

This fund is derived from various sources designated in the Acts of the Legislature on the subject. It amounted at the beginning of the present year to $481,000; on the delivery of script to the various Railroad Corporations, they were each of them required to execute to the Commonwealth a bond to indemnify and save harmless the Commonwealth from all liability on account of the script, to pay the interest thereon punctually, and to pay the principal sums, one year before the same shall become redeemable by the Commonwealth, and also to convey their road and its income, and all the property, and franchise in it as a pledge or mortgage to secure all the considerations of the bond.

The security of the Commonwealth is considered perfect, and by this interposition of its credit and aid, confidence has been given to the employment of private capital in the various Railroads, and the public prosperity has been enhanced and confirmed, and all the pursuits of industry and business greatly promoted.

(Signed,) W. B. Calhoun,
Sec'y Commonwealth.

Secretary's Office, 22d March, 1849.

With the above document the following letter was received from His Excellency the Honorable Governor the Honorable Geo. N. Briggs.

Executive Department,
Boston, 22d March, 1849.

Sir: With this you will receive a Statement taken by the Secretary of State, from Official Records of the Commonwealth, of the interest of Massachusetts in railroads made in compliance with the request contained in your letter of the 21st instant; it contains, I brlieve, an accurate view of the whole subject, condensed from official sources, and I concur with the Secretary in opinion as to the effects of the railroad system on the business and prosperity of the Commonwealth.

With great reepect, I am, yours,
(Signed,) Geo. N. Briggs.

To Thomas Steers, Esq., *Secretary.*

Note.—The aid afforded by Massachusetts was in progressive ratio as the work advanced.

STATE OF VIRGINIA.

The following detail taken from the "Richmond Times," show the nature of the improvements to which Legislative aid has been granted in Virginia, during the last Session of the Assembly, to which is added the appropriate remarks of the "American Railroad Journal," edited by H. V. Poor, Esquire, of the 17th March, 1849, in the absence of the official account which is daily expected from the Government of that Commonwealth, and which shall then be submitted.

The Bill for the Virginia and Tennessee Railroad makes a State subscription of three-fifths of the capital of three millions or $1,800,000.

The Bill for the "Blue Ridge Railroad" appropriates from the Treasury $100,000 annually, for three years, for the construction of a railroad and tunnel, from the eastern base of the Blue Ridge at Rockfish Gap, to Waynesborough, in Augusta; and further subscribes three-fifths of $150,000 or $90,00 for the extension of the railroad to Stanton.

The Bill for the Alexandria and Orange Railroad subscribes an additional fifth, viz: $180,000 for the construction of that work, and subscription of two-fifths having been already authorised by an act of the last Legislature.

Another Bill authorises the States guarantee to the bonds of the James River and Kanawha Company to the amount of $350,000 for completing the connection between the Canal and Tide water, and of $150,000 for completing the Ravanna and south side connections.

Another Bill appropriates $160,000 for macadamizing a portion of the Staunton and Parkersbury road.

The Bills above enumerated authorise an aggregate appropriation of $2,920,000, and besides these leading features a large number of appropriations have been made for different turnpikes, chiefly in the western part of the States.

Another Bill has passed, which transfers the whole of the States Stock in the Petersbury and Roanoake Railroad, amounting to $323,500 to the town of Petersbury, for the purpose of enabling it to construct a railroad to some point in the Richmond and Dunville Railroad at or near Bankesville, in Prince Edward County, in which event the State will be entitled to an equivalent amount of stock in the new Company.

Amongst the Bills which have passed the House of Delegates within the last few days, is a Bill appropriating $90,000 for the improvement of the Andotte River, a Bill guaranteeing the bonds of the Chesapeake and Ohio Canal Company to the amount of $200,000, a Bill subscribing three-fifths of $60,000 for a macadamized road from Buchanan to Staunton, and a Bill subscribing three-fifths of the capital for a railroad from Buchanan to the Roanoke river.

Extract from the Railroad Journal's Remarks on Railway Progress in Virginia, of 17th March, 1849.

"Since our last issue, in which we spoke of Virginia and her railway schemes, such events have taken place that we are able as well as happy to chronicle in this number, an entire change in the policy of that State.

In the earlier proceedings of the present Legislature all railway schemes contemplating aid from the State were rejected, and we regarded the policy of Virginia as fixed, as that of Massachusetts, although in an entirely different direction; an entire change has however taken place and a system of State policy has been entered upon, on a scheme of comprehensive liberality, which would do credit to any state in the Union.

The Legislature which has recently adjourned, has authorised subscriptions on behalf of the State, which it is believed will secure the construction of all the works at an early day. Virginia has thus committed herself to the work of developing her own resources by the construction of a system of railroads, designed to penetrate the most remote portions of the State, and open a market to those sections which had no suitable outlet to their productions; independently of this, the action of the other States by which she was surrounded, rendered it necessary that she should take these steps, to retain the trade and business of the State within her own limits."

Such is the superiority that railways give those states that have constructed them, that they who have thus far neglected to do so, are compelled to go into this work to maintain their equality and protect themselves.

It is this necessity which has given the great impulse we now witness in North Carolina and Virginia, States that have been the most backward in these works.

The third and not the least important consideration of governmental aid to internal improvements is, what results have been consequent upon such aid, financially to the revenue, and generally to the interest and prosperity of the States in which Legislative aid was granted for the construction of railways and other internal improvements.

In the State of New York, the official returns made to the State Engineer up to January 1849, show that upon an expenditure of $12,419,000 being the cost of 348 miles of railway at an average of $35,692 per mile, the net revenue has been 122-10 per cent., proving that any aid afforded by the Legislature for the construction of railways in that State must have been a safe investment. There is in operation a further distance of 697 miles, the revenues from which are not returned. Total number in the State, 1,045 miles.

By the official chronological tables of the assessed value of real and personal property in the city of New York, it appears, that since the year 1832, the period from which the construction of railroads may be dated, in the state of New York, and since when to the year 1840, 470 miles had been completed and put in operation, the value of real and personal property increased from $146,302,616 to $252,135,516, showing an increase between the years 1833 and 1840 of $105,832,900. The assessed value of property in 1823 was $70,940,820, and in 1831 $139,280,224, showing an increase in the eight years previous to railway improvements of $68,339,401, which shows that in the eight years previous to the railroad era, property increased about 50 per cent. while for the eight years after the commencement of railways, the increase was about 90 per cent. difference of increase in favor of railway improvement of 40 per cent.

The assessed value of real and personal property in the State of New York.

In 1832, was $380,693,000; in 1848 $651,610,000—showing an increase in 16 years of $270,926,000, or about 71 per cent in the State.

The foreign imports into New York in 1832 were $50,995,924, and in 1847 $96,036,257, making an increase of 45,040,338, or about 90 per cent. in 15 years.

THE STATE OF MASSACHUSETTS.

Reference is requested to the statement of the Secretary of State heretofore detailed for the Legislative aid afforded by this Commonwealth towards the construction of railways, from which it appears that those investments are considered as amply secured. The Western Railroad Company having paid a dividend during 1848 of eight per cent.

It will be found by reference to the Report of the Joint Committee on Railways and Canals for the Commonwealth of Massachusetts for the year 1848, dated 18th March, 1840,

That thirteen roads, the aggregate length of which covers 678 miles, and which cost twenty-eight millions and one-half of dollars at an average cost of $42,000 per mile, show a net revenue of about 7⅛ per cent.

The remaining roads in Massachusetts are in a state of construction and do not yet return dividends; the length is 365 miles, making a total of 1043 miles in the State of Massachusetts.

The real and personal estate in Boston in 1841, when the railway system may be said first to have developed its influence upon businesss generally, was..... $98,106,604

Real Estate in 1848, was.... 162,360,400

Showing an increase of.....$64,253,996

or about 63 per cent in seven years.

The foreign imports of Boston in 1832 were $15,670,572, and in 1847 $47,110,761, showing an increase of $31,350,189, or nearly 200 per cent. in 15 years.

THE STATE OF VIRGINIA.

In the absence of the Official State Documents, reference is requested to the extracts from the Richmond Times, a demi-official paper, and the Railroad Journal heretofore quoted. The result of this movement cannot be ascertained at present, except by reasoning, that in a State which has hitherto been quiescent in internal improvements, the necessities must have been pressing which have impelled the action of Governmental aid, and that the results will be in an equal ratio to the necessities which caused that impulse.

The foregoing statement of facts shows—*First.* That the trunk line from Quebec to Windsor, supposing it possible for the different corporations to obtain subscriptions, and payment of one-half of the necessary capital, and to outlay the same, cannot involve a guarantee from the Government beyond £2,178,000—that it is however impossible in the present position of affairs, that more than two companies can take advantage of the aid required, and it may further be stated, that a sum upwards of five hundred thousand pounds must be raised, and expended, by one of these two corporations, before the guarantee can be made available to that undertaking.—That when the two corporations have complied with the terms, the government security will not be extended beyond £67,089 per annum, being the interest upon half the cost of construction, and that 3 per cent. net income on the said cost will cover the government guarantee.—That five years will in all probability (if not a longer period) elapse, before any further demand will be made, and that the two corporations alluded to will then have completed their roads, and by their prosperous income have relieved the Government from all fear as regards responsibility.

Secondly. That it has been, and is the usage of the Governments of the United States of America, to foster, and assist undertakings, the value of which in their first stages, are not understood, or may not be appreciated by the community at large, by direct investment, and by guarantee of the state credit, and that that fostering system has been largely undertaken by the Commonwealth of Massachusetts, the Legislature of which State is deservedly respected throughout the Union, for the wisdom, prudence and protound judgement of its legislation, as well as for its successful issue, and in the opinion of that Government, legislative aid has produced confidence, led to the investment of private capital, enhanced and confirmed the public prosperity, and greatly promoted the pursuits of industry and business generally. It is almost needless to state, that these opinions are not hypothetical, but the result of knowledge and experience, and expressed as they are by the highest authority, entitled to the gravest consideration.

Thirdly. That the investments in railroads, when completed have been highly remunerative. In the State of New York upon an expenditure of $12,419,000, on 348 miles, averaging £8,023 per mile, the dividend was 12 1-10 per cent., and in the State of Massachusetts upon 13 roads completed previously to 1848, the average cost of which was $10,500 per mile, the dividend was 7½ per cent., and upon the Western Railroad it was 8 per cent. during the year. That in the State of New York in the 8 years previous to the introduction of the railway system, the assessed value of real and personal estate had increased about 50 per cent., while in the 8 years immediately after railways were introduced, it increased 90 per cent., showing clearly 40 per cent. of increase in favor of the railway system. That the assessed value or real and personal estate in the State of New York in 1832 immediately before the railway system was introduced was $380,693,000, and in 1848 $651,619,000, showing an increase of $270,026,000, or about 71 per cent. in the last 16 years. That in the city of Boston the assessed value of real and personal property in 1848 as compared with 1841, when the railway system may be said to have first developed its influence, shows an increase in 7 years equal to about 63 per cent. It is worthy of remark that the foreign imports of New York and Boston when compared for the 15 years from 1832 and 1847 show an increase in New York equal to 90 per cent., while in Boston it appears 200 per cent., and this may be explained by the fact, that the latter city has communication over 2,000 miles of railway with 13 States, an she expects soon to reach Canada by similar means.

Having thus summed up the evidence for the information of the Government, it only remains for me to state further, that a country holding the geographical position of Canada, the construction of railroads is indispensable, and to express a humble hope, that the Government of this country will follow the wise example of the Governments of the United States, and that by the interposition of its credit and aid, in the words of the Honorable the Secretary of State for the Commonwealth of Massachusetts: "will confidence be given to the employment of private capital in railroads, and the public prosperity be enhanced and confirmed, and all the pursuits of industry and busidess be greatly promoted."

All of which is humbly submitted,

THOMAS STEERS, *Secretary.*

Resolved, That the above Report now read be approved and adopted, and that the Secretary transmit the same to His Excellency the Governor General in Council.

ALLAN MACNAB, M. P., *Chairman.*
A. N. MORIN, M. P.
GEORGE E. CARTIER, M. P.
JOHN EAGAN, M. P.
GEORGE DESBARATS.

The Report was laid before the Governor General in Council, and on the 7th inst. Mr. Hincks, the Inspector General, gave notice of his intention to introduce a Bill granting the Provincial security for the payment of the interest on the stock of certain railroads, which proposition was received with loud and repeated cheers.

The following resolutions were introduced by the Inspector General on the 11th instant, and a bill has been framed in accordance thereto.

RAILWAY COMMUNICATION.

The following resolutions were proposed in the Assembly by Mr. Hicks, in Committee of the Whole:

1. That at the present day, the means of rapid and

easy communication by railway, between the chief centres of population and trade in any country, and the more remote parts thereof, are become not merely advantageous, but essential to its advancement and prosperity.

2. That whatever be the case in long settled, populous and wealthy countries, experience has shown that in those which are new and thinly peopled, and in which capital is scarce, the assistance of Government is necessary, and may be safely afforded to the construction of lines of railway of considerable extent; and that such assistance is best given by extending to companies engaged in constructing railways of a certain length, under charter from, and consequently with the approval of the Legislature, the benefit of the guarantee of the Government, under proper conditions and restriction, for loans raised by such companies to enable them to complete their work.

3. That it is expedient to afford the guarantee of this Province, for the interest on loans to be raised by any company chartered for the construction of a line of railway not less than seventy-five miles in extent, on condition—

That the rate of interest guaranteed shall not exceed six per cent. per annum—that the sum on which interest shall be so guaranteed shall not be greater than that expended by the company before the guarantee is given, and shall be sufficient to complete their road in a fitting manner, and to the satisfaction of the Commissioners of Public Works, provided always that no such guarantee be given to any company until one-half of the entire line of road shall have been completed—that the payment of the interest guaranteed by the Government shall be the first charge upon the tolls and profits of the company, and that no dividend shall be declared so long as any part of the said interest remains unpaid—that so long as any part of the principal on which interest is guaranteed by the Government remains unpaid, no dividend exceeding six per cent. per annum shall be paid to the stockholders—that any surplus profits, after paying such dividend, shall go to form a sinking fund for the redemption of the debt, on which interest is guaranteed as aforesaid—and that the Province shall have the first mortgage and lien upon the road, tolls and property of the company for any sum paid or guaranteed by the Government.

4. That, provided the conditions mentioned in the resolutions be observed, it is expedient that such guarantee be afforded under further terms and conditions as may be deemed necessary by the Governor in Council, and agreed to by the company applying for such guarantee it being clearly understood that no enactments which the Legislature may thereafter make, to ensure the observance of such terms and conditions, or to give effect to the privileged claim and lein of the Province upon the road, tolls and property of the company, or to secure the Province from loss by such guarantee, shall be deemed an infringement of the rights of the company.

5. That if Her Majesty's Government shall undertake the construction of the railway between Halifax and Quebec, as a great national work, linking together the several portions of the British Empire on the continent of North America, and facilitating the adoption of an extensive, wholesome, and effective system of emigration and colonization, either directly or through the instrumentality of a private company,—it is right that Canada should render such assistance as her means will admit of, and should undertake to pay yearly, in proportion as the work advances, a sum not exceeding twenty thousand pounds sterling, towards making good the deficiency, (if any) in the income from the railway to meet the interests of the sum expended upon it, and should place at the difposal of the Imperial Government all the ungranted lands within the Province, lying on the line of the railway, to to the extent of ten miles on each side thereof, and should further undertake the chain, pay for, and place at the disposal of the Imperial Government, all the land required within the Province for the line of the railway, and for proper stations and termini.

There seems now no doubt of the passage of the Bill.

Canada may therefore be regarded as fairly embarked in a great national scheme of Railway improvements—the influence of which on the public prosperity will be as marked and salutary as upo any country in the world. The St. Lawrence is the most attractive river of the earth. Its series of inland seas, and the stupendous movement of its waters, invest it with a sublime and majestic grandeur, and the history of events its shores have witnessed, form one of the most interesting and romantic portion of the history of the world. Its shores are to become the route of pleasure travel, and its waters the channel of business, more sought than any other. Its people will gradually appreciate the good fortune of their condition, and it will become the home of a race as vigorous and as hardy as any the world can produce.

If the Lower Provinces are less favored, they are not behind other parts of the earth in natural advantages. We believe, however, their policy is to seek their connection with Canada, through Maine rather than along the shores of the St. John and the St. Lawrence in a distance of 635 miles.

We are favored by a note from M. H. Perley, Esq., of St. John, N. B., under date of April 9, from which we make the following extracts, explaining recent railway movements in the Lower Province.

"With reference to the Trunk railway from Halifax to Quebec, I can inform you that the Legislature of Nova Scotia has agreed to furnish the 'breadth of way,' and land for stations, free of expense, throughout that Province; also to grant to the Imperial Government, or to any private compaay which may undertake the work under Imperial authority, all the ungranted lands for five miles on each side of the line; and further, to guarantee the payment annually of £20,000 sterling (equal $100,000) for 20 years after the completion of the line.—The Legislature of N. Brunswick, last week, agreed to do the same in every respect; and it now remains for Canada to act. The quota for Canada you will see by Major Robinson's Report, is £30,000 sterling—equal $150,000 per annum.

"It was fully anticipated that *some* railway would be commenced in N. Brunswick this season, and the favorite line, from this city to Shediac on the Gulf of St. Lawrence, was that anxiously sought after.—But owing to local jealousies, the Legislature could not agree on any one line; and this Province is now agitated greatly with the railroad question—it has in fact for the time superseded all others. A Railway League has been formed, of which I am Secretary, and we shall 'agitate' until railways are fairly established."

We are also indebted to Mr. Perley for several very interesting and valuable documents, including Major Robinson's Report of the Survey of the Line of the Quebec and Halifax Railway, which we shall notice more fully hereafter.

Everything connected with the British Provinces of North America, at this day, is full of interest to the whole country.

The Cumberland Valley Railroad Co.

The Cumberland Valley Railroad extends from Harrisburg, the County town of Dauphin Co., the capitol of the state on the east bank of the Susquehanna, through Carlisle, the county town of Cumberland, and several other smaller places to Chambersburg, the county town of Franklin, in the Commonwealth of Pennsylvania.

The road which crosses to the west side of the river at Harrisburg, by a bridge of nearly one mile in length, is 52 miles long, graded for a double track, almost a straight line, and very easy grades, laid with a flat bar, on wooden rails, and runs directly through the heart of the Cumberland valley, noted as being one of the richest, most fertile, and highly improved of that state. The original cost was

the sum of		$875,000
The real estate and other property of the Company, embraces a Bridge nearly new over the Susquehanna river, which cost about the sum, and produces a nett revenue of 7 per cent. thereon		$110,000
Real estate on the east side of the river at Harrisburg, that cost		4,000
On the west side of the river at Harris'g		1,000
An office and valuable lot at Carlisle		2,500
A Depot, tavern stand, machine shops, &c. at Chambersburg		15,000
Water stations and wood lots along the line		1,250
		$133,750
The running force on the road and belonging to the Company, consists of		
8 locomotive engines, each worth	$3,500,	$28,000
4 passenger cars "	12,50,	5,000
4 baggage cars "	450,	1,800
12 burthen cars "	200,	2,400
8 mules		1,000
Machinery in shops, tools, &c. at Chambersburg		3,500
		41,700

The liabilities of the Company are—

Capital Stock, 94,00, shares of $50 each is		$470,000
Less 1,700, a donation by the state of $50 each is		85,000
Shares 7,700		$385,000
Loans decreed by mortgage, payable in the year 1849.		
Bonds of the first class	$104,500	
" second do	290,615	
" third do	52,600	$447,715
		$832,715

By a law passed at the last session of the Legislature of Pennsylvana, confers upon the Company the right of funding the entire amount of bonds,—provided the additional sum of half the amount thereof is subscribed in capital at par into an 8 per c. preferred stock, which, with other resources at the Company's command, is sufficient to relay the road with a heavy T rail of 56 pounds to the yard, and provide the requisite running force to meet the growing demands of the business passing over the road.

The receipts of the Company since the completion of the Bridge over the Susquehanna river have been:—

	1847.	1848.	1849.
January	6,849 02	8,081 90	8,648 33
February	7,995 29	9,591 49	10,355 78
March	11,250 08	10,034 68	10,756 42
April	10,396 73	9,242 98	
May	9,188 42	8,130 71	
June	10,415 79	7,630 84	
July	7,786 15	7,645 77	
August	8,197 87	8,641,63	
September	8,866 51	9,504 05	
October	10,140 61	8,788 91	
November	9,879 14	7,597 79	
December	7,027 82	7,575 28	
	$107,993 42	$102,466 03	

	1847.	1848.
Gross receipts	107,093 42	102,466 03
Current expenditures.	65,900 39	61,534 37
Surplus	$42,093 03	$40,031 66

This income of the road is derived from the passenger travel, motive power, and tolls on merchandise over it; the freighting being done by forwarding merchants, in consequence of the Company not owning any burthen cars beyond what are necessarily employed in keeping up the repairs of the road.

Comparative Abstract of Reports received from Railroad Companies, giving certain statistical information for the years 1847 and 1848, pursuant to a resolution of the Assembly of the 2d day of February, 1843.

	Miles in operation.	Cost of construction.	Expenses for repairing and running the road.	Total expenses of construction, repairing and running the road.	Number through passengers.	Number of way passengers.	Rec'ts from thro' passengers.	Rec'ts from way passengers.	Total income fm passengers.	Income fm freight and other sources.	Total Income.	Dividends.	No. locomotives.	No. passenger cars	No. freight cars.	No. of mail and other cars.	No. of machine shops.	No. of horses.	Av. No. men employed by comp'y.	No. miles run by passenger trains.	No. of miles run by freight and other trains.	Total No. of miles run by passenger and freight trains
*Albany & Schenec.	17	$1,521,216 13	$60,310 42	$1,581,526 55	229,401	none.	$110,051 67	nothing.	$110,051 67	$54,325 43	$164,377 10	$25,000 00	6	1	51	2	1	5	101	49,674	22,821	72,495
*Utica & Schenec'y	78	2,833,380 10	234,243 10	3,267,623 20	168,264	99,269	413,771 09	96,011 17	509,782 26	188,932 60	698,714 86	160,000 00	19	193	...	...	4	45	148,800	131,200	280,000
*Syracuse and Utica	53	1,429,449 23	124,631 96	1,554,074 19	134,999	63,512	240,349 20	45,593 41	285,911 61	64,238 30	350,179 91	80,000 00	12	9	143	...	...	...	250	105,000	55,000	160,000
*Syracuse and Utica	53	1,429,449 23	124,631 96	1,554,074 19	134,999	63,512	240,349 20	45,593 41	285,911 61	64,238 30	350,179 91	80,000 00	12	9	143	...	...	...	250	105,000	55,000	160,000
*Auburn and Syra'e	26	771,982 97	61,309 17	832,492 14	129,977	10,625	...	...	123,848 04	33,361 11	157,109 15	32,000 00	6	...	23	...	2	...	113	57,952	18,196	76,148
*Auburn and Roch'r	784	2,087,797 25	154,613 97	2,242,411 19	90,384	98,960	228,795 00	105,915 81	334,710 81	61,056 95	395,767 76	112,000 00	12	53	44	...	1	7	230	145,809	77,307	223,116
Tonawanda	43½	805,530 40	55,718 90	861,249 30	98,999	35,068	135,168 33	23,032 36	153,993 48	38,757 88	194,750 36	57,000 00	6	12	53	4	...	...	99	77,354	14,000	91,354
Attica and Buffalo	31	487,543 33	49,000 00	536,543 33	115,239	15,560	96,764 09	7,246 13	104,010 22	32,772 75	136,782 97	33,900 00	5	9	24	20	...	3	30	59,211	17,590	76,791
Buffalo and N. Falls	32	171,675 11	18,879 32	190,554 43	66,494	12,212	...	...	43,726 42	3,915 93	47,642 35	15,879 59	4	13	7	...	...	...	30	...	...	26,596
Saratoga & Schen'dy	22	300,000 00	30,288 72	330,288 72	24,750	28,727	22,227 16	14,273 93	36,501 11	7,295 62	43,796 73	...	3	4	6	...	...	...	28	51,185	3,321	54,506
Schenectady & Troy	20½	658,366 10	38,337 14	696,703 24	63,468	5,410	31,778 76	1,454 12	33,232 88	12,889 00	46,121 88	none.	3	7	38	24	...	...	...	24,726	9,418	34,144
Rensselaer & Sara.	25	475,801 10	37,718 29	513,519 39	24,100	42,193	28,920 00	11,643 11	40,563 11	20,706 79	61,269 90	21,000 00	2	15	11	12	...	3	11	140	110,093	64,270
†Long Island	98½	2,045,325 19	142,220 42	2,187,545 61	191,316	...	...	...	114,646 95	44,058 65	158,704 60	none.	15	22	126	...	...	...	140	54,786	169,622	224,418
Albany & W. Stock.	38½	1,789,808 76	44,234 07	1,834,042 83	106,369	39,077	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54,444
Troy and Greenbush	6	390,241 81	42,756 03	432,997 84	198,152	...	36,366 74	...	36,366 74	27,462 32	53,829 06	none.	3	3	4	6	...	1	70	47,628	6,816	...
N. Y. and Harlem	53	1,874,892 71	136,268 82	2,011,161 53	42,378	1,535,892	42,378 00	183,227 04	225,605 04	29,606 05	255,211 09	none.	12	45	32	8	1	165	200	...	...	...
Hudson River		Not in operation.										none.	10	9	70	77	1	...	182	89,800	69,833	159,632
N. Y. and Erie	62	2,759,855 97	172,970 68	2,932,805 95	36,506	118,788	37,342 06	63,648 68	100,990 74	153,128 34	254,119 08	none.	...	...	...	...	...	...	...	...	...	33,500
Saratoga and Wash.		Not in operation.																				
Hudson and Berk.	31	575,613 00	23,500 00	599,113 00	906	12,736	906 00	5,876 38	6,782 38	22,054 76	28,837 14	none.	4	3	45	2	...	5	38	21,540	11,160	32,700
Buffalo and B. Rock	3	20,000 00	1,825 00	21,825 00	20,492	...	...	...	2,364 47	17,644 23	2,364 47	none.	3	3	2	...	...	6	32	8,320	6,760	15,080
Cayuga and Susq.	29	†18,000 00	21,088 03	39,088 03	3,456	...	3,410 62	170 43	3,581 05	2,277 45	5,858 50	815 24	1	5	55	5	...	...	5	...	...	...
Skaneateles & Jord.		28,211 20	2,554 64	30,765 84	2,598	1,538	817 43	275 00	1,092 43	...	...	...	...	...	...	...	...	...	...	...	...	...
Albany & W. Stock.	38½	$1,924,701 67	$44,045 10	$1,968,746 77	68,120	38,079	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lockport & N. Falls	23	210,000 00	11,000 00	221,000 00	10,000	30,000	...	13,000 00	$13,000 00	750 40	$13,750 00	...	...	...	...	...	...	...	...	...	...	...
Hudson River																						
Saratoga and Wash.	40	948,372 09	821 75	949,193 84	30,931	707	5,327	...	3,566 96	311 54	3,878 50	...	...	...	...	...	...	...	...	...	...	...
Lewiston	34	27,000 00	6,672 68	33,673 68	4,070	65	...	...	7,136 94	746 71	7,873 65	996 61	1	2	5	1	...	16	40	4,250	...	4,890
Skaneateles & Jord.		27,361 60	2,502 57	29,764 17	2,064	10,427	$7,126 94	951 01	1,523 88	1,976 30	15,399 18	...	...	...	...	...	...	...	...	...	...	10,190
Hudson and Berk.	31½	807,774 11	11,307 31	818,983 42	65	102,659	1,371 87	4,536 86	4,601 86	1,719 45	6,320 31	3	2	54	...	...	...	6	100	100,594	103,000	203,594
Syracuse and Utica	53	1,968,636 42	557,383 35	2,545,419 80	114,151	259,744	65 00	76,160 73	76,160 73	296,831 98	380,539 46	100,000 00	15	36	123	65	...	...	200	85,898	117,328	203,226
N. Y. and Erie	74	3,276,678 76	195,508 49	3,472,187 25	28,321	...	220,671 25	90,103 50	310,774 75	133,437 32	444,212 07	7,483 50	3	19	383	77	...	...	70	50,064	9,008	59,072
Troy and Greenbush	6	273,625 93	47,328 87	320,954 80	197,349	...	35,613 82	35,108 37	125,732 32	185,190 43	310,922 75	60,055 37	3	3	19	...	1	2	140	94,294	82,963	177,257
Long Island	98½	2,037,639 94	136,006 23	2,173,646 17	180,645	...	35,103 37	10,954 66	46,057 03	49,134 06	95,191 09	none.	15	21	147	14	3	10	230	59,156	29,693	88,844
Cayuga and Susq.	29	18,000 00	15,906 09	33,906 09	2,438	...	...	2,375 01	15,694 20	18,069 21	33,763 21	15,000 00	1	3	52	...	...	...	18	12,180	10,434	22,614
Auburn & Syracuse	36	1,125,886 77	69,428 21	1,195,314 98	140,084	...	2,250 85	124 26	2,374 67	39,517 36	41,892 03	32,000 00	6	8	32	18	1	1	35	11	29,000	59,156
N. Y. and Harlem	804	3,579,567 41	193,840 87	3,773,048 28	32,343	...	32,313 00	221,610 12	253,953 12	65,062 13	319,035 25	38,167 56	13	10	35	11	2	1	270	180,000	29,000	209,000
Auburn and Buffalo		821,313 87	799,869 86	1,221,183 72	127,004	...	19,231	8,703 13	27,934 13	31,513 27	59,447 40	35,000 00	6	8	32	24	1	...	76	59,836	18,758	78,594
Utica and Schen'y	20½	659,668 84	46,717 34	707,386 18	58,222	...	7,492	31,826 49	39,318 49	15,198 82	54,517 31	47,025 31	3	7	38	24	1	2	44	55,917	13,038	68,955
Schen'y and Troy		3,161,688 15	328,108 76	3,489,796 91	163,977½	106,435½	432,976 03	143,908 78	576,884 81	239,354 56	816,239 37	528,200 00	19	...	187	...	...	3	990	146,340	133,650	279,990
Utica and Schen'y	78	781,031 98	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northern	12	250,396 63	24,595 55	274,992 18	86,049	16,094	...	...	55,768 22	4,246 31	60,014 53	15,930 46	4	11	7	...	1	2	32	26,486	13,692	40,178
Buffalo & N. Falls	22	661,910 93	39,916 31	701,827 24	17,984½	30,533½	20,256 03	13,405 78	33,662 11	196,090 08	229,752 19	...	3	8	14	...	...	...	93	66,600	41,792	108,392
Rensselaer & Sara.	25	474,865 66	85,611 48	1,060,477 14	109,234½	39,909	145,008 68	24,954 59	160,163 27	57,338 46	218,301 73	49,427 00	6	9	46	25	...	1	46	...	...	25,423
Tonawanda	43½	331,036 37	27,116 02	358,152 39	18,534	22,932	20,850 75	12,667 68	33,518 43	23,500 53	57,018 96	454,731 87	8	per cent.	71	...	...	3	30	146,042	149,329	295,371
Saratoga & Schen'y	22	2,644,520 35	188,027 76	2,832,548 11	100,782	108,477½	250,794 45	107,676 85	358,471 30	90,250 57	448,721 87	2,610 40	19	19	...	...	...	...	287	...	...	20,400
Auburn and Roch.	78	20,000 00	2,041 06	22,041 06	24,630	...	...	...	2,610 40	...	2,610 40	70,000 00	6	29	51	60	...	...	4	131	41,408	36,572
Buff. & Black Rock	3	1,606,196 80	66,345 55	1,672,542 25	236,889	...	...	...	113,741 88	62,180 55	175,922 43	...	...	...	...	...	...	...	...	...	...	77,980
Albany and Schen'y	16½																					36,000

* The cars running on the roads between Albany and Rochester, are owned as common stock, each company having an undivided interest in 55 passenger, 20 emigrant, 14 baggage, 4 mail & baggage cars.

† Including the Brooklyn and Jamaica R. R. ‡ The price paid to the state by Arch'd McIntyre for road, including price of locomotives, etc., to put road in operation.

For the American Railroad Journal.

Railroads in Ohio.

Enclosed, I send you a "sketch map" of Ohio, designating the Canals and Railroads, constructed, constructing and vigorously proposed.

The geographical position of Ohio in relation to the four great eastern cities, combined with her unequalled agricultural resources, render her plains a common battle field for the commercial enterprise of each city. Her present condition, and her immediate prospects as to railway communications, not being generally understood, is the apology for presenting the subject at this time.

The first and most important line now completed, is that from Sandusky to Cincinnati, 217 miles long. It is composed of two chartered companies—the Mad River and Erie company and the Little Miami company: both paying handsome dividends, and reserving funds to encourage lateral branches.

The Mansfield and Sandusky road, completed to Mansfield, and yieding 17 per cent., is now extended to Newark with the grading, and only waiting the opening of navigation to receive and lay the iron.—From Sandusky to Mansfield 56 miles, and to Newark 116 miles. From Newark to Columbus the construction of a road is almost certain, and from Columbus to Xenia a road is rapidly constructing.

From Cleveland to Columbus a road is now under contract, a portion of the iron obtained, and an early completion anticipated.

Thus, by reference to the map, you will observe there is soon to exist three main rival routes from Cincinnati to the Lake. The comparison of distance from Cincinnati to Buffalo will stand as follows:

By Mad River Road.

From Cincinnati to Sandusky	217
From Sandusky to Buffalo	230
	447

By Columbus and Mt. Vernon.

From Cincinnati to Xenia	65
From Xenia to Columbus	56
From Columbus to Mansfield	93
From Mansfield to Sandusky	56
From Sandusky to Buffalo	230
	500

By Columbus and Cleveland.

From Cincinnati to Columbus	121
From Columbus to Cleveland	135
From Cleveland to Buffalo	190
	446

The respective claims of these routes do not require notice in this place. It is a subject of interest only to persons of particular localities, and to those about to become stockholders. Each may justly expect an immense amount of local business.

Another connection between the Lake and the Ohio river is in progress of construction from Wellsville to Cleveland, 98 miles long, and is the shortest line possible between those great water communications.

In addition to the above mentioned railroads, the Ohio canal from Portsmouth to Cleveland, 311 miles long, and the Miami canal which, joined with the Wabash and Erie canal, connects Cincinnati with the Lake at Toledo. Thus, all the State of Ohio, with the slight exception of a few river counties, pours her trade into the great basin of Lake Erie, and onward to New York and Boston. The impediment of the frozen lake during near half the year, renders these canals and roads less productive than they would otherwise be. The agricultural products accumulate upon the hands of merchants, and are forced upon the eastern market in the spring, torna do like. The necessity of a continuous winter communication is warmly felt by every man in Ohio. Some great east and west trunk-line, passing directly through the State, and crossing all the present lines, carrying for them all their winter business to some eastern city, is at present the only great desideratum. Such a road might expect an amount of tonnage never yet equaled in the Union upon one road.

Baltimore, Philadelphia and New York are each stretching forth their iron arms to our borders, and many routes in Ohio are moving to welcome them. The Baltimore and Ohio railroad is soon to reach Wheeling, where the Ohio is spanned with a Suspension Bridge of one single arch of 1,000 feet.—Eighteen miles above this bridge is the mouth of Short Creek, which is the route of the proposed road from Pittsburg, through a part of Virginia, to Steubenville, thence to Uricksville, on the Ohio canal, along the canal to Newark, and by Columbus; here it reaches the Xenia and Columbus road, now constructing.

From Pittsburg to Steubenville applications were made for a charter through a small portion of Pennsylvania and Virginia, but being refused by the Legislature of the latter State, this route, if constructed, would look to a connection at Wheeling, and thus become the Baltimore continuation through Ohio.

Philadelphia will soon have her Central road to Pittsburg, a distance of 358 miles, without any greater grades than exist on the Boston and Albany road. To meet this, the Ohio and Pennsylvania road is chartered, the company organised, a great part of the stock subscribed by individuals, and the road in rapid progress of location. It passes thro' Canton, Massillon, Wooster and Mansfield, with authority to go to the line of Indiana at any point. A route is authorised in Indiana, from LaPort thro' Fort Wayne, to meet the Ohio road.

New York, with her canal and railroad to Buffalo, wants only the sanction of Pennsylvania to pass through Erie county, to continue her lines along the southern shore of lake Erie to the Ohio line. Along the shore of the lake, from the eastern edge of the State, a charter exists in Ohio for the construction of a road, but the want of legislative authority to pass through Erie county, destroys all present hopes of the construction of this line. From Toledo, a road is partly constructed toward the Central Michigan road, destined some day to be a connecting link from that road to the main Philadelphia road, at Mansfield.

From Bellefontaine, on the Mad River road, to Indianapolis, a road is in a flattering state of forwardness. This is destined to be the continuation of some main eastern route, on its way to St. Louis.

Omitting the unimportant lateral branches, Ohio will have main north and south railroads amounting to 725 miles. Then should New York construct the road so important to her interests along the lake shore: Philadelphia, her road directly westward from Pittsburg, on the table lands: and Baltimore, her road from Wheeling, through Steubenville and Columbus, all reaching the western side of the State—will make about 750 miles, or near 1500 miles within the State. The position of Ohio, in relation to the eastern cities and the great west, is such that she will excel any western State in the number and character of her railroad facilities, while in agriculture she is probably the *first in the Union*. To prove this, she looks with confidence to the coming census of 1850.

An Ohioan.

Providence and Stonington Roads.

We can testify from personal experience as to the excellent running condition of the roads, having made a number of trips over them recently. The sandy nature of the soil they traverse, is well adapted to a railway track, being slightly affected by frosts or rains. To the traveller, the cars seem to be passing over a continuous rail, and are remarkably free from that unpleasant jar occasioned by passing from one rail to another, which is the most annoying thing in railway travelling, and which on some roads is almost intolerable. The boats connected with these roads are of the first class. The Stonington is the shortest steamboat route between New York and Boston, and the excellent condition of the roads, and the high speed with which the cars are able to move in consequence, render this a favorite route between these great cities.

California Gold Seekers.

The principles which govern, and the passions which agitate mankind have not been much changed in their character, nor materially abated in their intensity, by the long lapse of ages. It is as true to-day as it was twenty centuries since, that those who would grow suddenly rich are apt to fall into temptations and snares, by which their reputation frequently, and sometimes they themselves, are overwhelmed and lost. We notice in the local papers that, in the little town of Falmouth, a company is set afoot to raise 7000*l*., not to clear and to deepen the harbor—not to clean, to broaden, or illuminate the streets—not to build a corn market, by which to attract the farm produce, and much of the farming outlay tending to revive and enrich the gasping commerce of the town—not for any purposes so obvious, so imperative and so attainable as these—but to fit out and freight a ship to proceed to California for gold. We could not have believed that so wild an undertaking was sanctioned by so sober a people. They know as well as we do, that the hitch in the treaty—the little informality by which the transfer of the Californias to the United States is for the moment impeded—is on the point of removal, if not already removed; and that immediately the States will enter and insist upon its perfect soverignity and lordship of the soil and of the treasure, known and unknown, contained within it. Until that time, they know, too, into what a perfect pandemonium the sands of San Francisco is converted, where neither law, nor morals, nor life itself, has either defence or security. They know also that, however great the quantity of gold the number of seekers, whose multitude is increasing with every morning tide, is quite as great; and that by the time the vessel, with the Falmouth pendant at her mast head, is seen in the offing, the searchers, already so numerous, will, in all likelihood, literally cover the coast. Notwithstanding these considerations, which are just so many discouragements, it is cooly purposed to drain the town of its surplus money, and sail away 4000 miles south, and the same distance north again into the Sacramento, with merchandise, with which the market will be probably glutted, and for gold, upon which the true owners will probably have laid their strict embargo. Had the 7000*l*. been for any of the important objects referred to above, or for giving additional action and impulse to the numerous mines in the vicinity, which are now fast recovering their rank and value in the commercial scale of things, or indeed for any known branch of occupation, or of productive industry, of which the county was to be the theatre, we should have held our peace. But to gather into one heap the surplus capital of a small community, and scatter it over the ocean in pursuit of an improbable, if not of an impossible object, is a measure of which we trust both the impolicy and the imprudence will appear to those who have suggested it. In the great ports of the empire, and particularly in the metropolis, where ships and money are abundant, it is no great wonder that such thoughts are entertained; but in a community, where, as in Falmouth, so many local wants are overlooked and unsatisfied, to take the hoarded earnings of the aged and the industrious to fling into the vortex of the Californias as proposed, would be a course of which we cannot say whether

the boldness, or the wickedness would be the greatest.—*Lond. Min. Jour.*

In these views we heartily concur. We have looked upon this California *gold fever* from the first, as one of the worst calamities that has ever afflicted this country. According to the statements of the New York Herald, no less than 19,717 persons have already started for California since December last, and the emigration is still going on with fearful rapidity. These 20,000 people have carried off at the lowest calculation, $500 each in money, and many estimate the sum as high as *one thousand dollars* to each person, or *twenty millions of dollars* in all; besides the vast quantities of merchandise and other property forwarded to that country from which no returns are yet received.

This amount of capital and labor employed at home, would have done more towards the production of substantial wealth than all the gold that can be obtained in their new pursuits, to say no thing of the loss of health, of life, and of morals, as one of its worst results. To expect a return in gold, equal in value to the loss of property including the loss of labor and of life, is more than any sober man dare to predict, as rational, or even probable. We hope, therefore, that the owners of steamboats and freighting vessels who are reaping such rich harvests from this movement, and who have been the chief organs in promoting speculation in which they are engaged, will soon find an end to their business.

We speak, of course, of the rush that has been made, for the purpose of getting gold. There is another view of the matter, arising out of the commercial and agricultural advantages, that the settlement of California may produce. But the seeking of gold directlyrather than as a fair reward of labor, is a species of insanity, of which this last exhibition is one of the most remarkable.

Virginia.

Her Internal Improvements.

The Richmond Times has prepared, with a good deal of time and labor, for the information of its readers, the following list of the various works of Internal Improvement, to which the aid of the State was granted during the late session of the Legislature, with the amount of that aid in each case, whether in the form of direct appropriations from the Treasury, or of a release of money due to it, or of a guarantee of companies' bonds, or of authority to the Board of Public Works to make subscriptions in behalf of the State, or finally of a transfer of stock now held by the State, in an existing work.

Although the amount of liability, likely to be incurred by this legislation, is considerable, it is by no means such, says the Times, as to excite alarm for the credit of the State. According to the reports of the Committee of Finance, at the close of the session, the present income of the Treasury is more than sufficient to meet the interest of the present debt, and of these appropriations also, whenever they shall be called for.

Direct Appropriations.

Blue Ridge railroad tunnel, $100,000 annually, say	$400,000
Macadamizing part of Staunton and Parkersburg road, $20,000 per annum	60,000
Do. Northwestern road, $30,000 per annum	60,000
Stem of Moorefield and Alleghany turnpike	4,500
Turnpike—forks of Sanday and Kanawna road	2,500
Alleghany and Huntersville turnpike	5,000
Madison and Page "	1,500
Little Stone Gap "	650
Logan and Mercer "	2,000
Turnpike from Harrisonburg to Moorefield in Hardy and Franklin in Pendleton	1,000
	544,650

Debt Released.

By a bill passed, the State releases to the town of Portsmouth, the purchase money for the Portsmouth railroad, viz	50,000

Giving the State's Guaranty.

James River and Kanawha Co.—Dock connection	350,000
Do.—South Side and Rivanna, do	150,000
Chesapeake and Ohio Canal Co.—for repairs of canal	200,000
	700,000

Subscriptions Authorised.

Virginia and Tennessee railroad—three-fifths—150,000 in 1849; 300,000 in 1850; 400,000 in 1851; & each year thereafter.	1,800,000
Orange and Alexandria railroad—(additional fifth) total	540,000
Blue ridge do. to Staunton—three-fifths	90,000
Guyandotte navigation—three-fifths	45,000
Martinsburg and Winchester turnpike—do.	27,000
Moorefield and Alleghany do.—do	9,000
Moorefield and North Branch do.—do	10,800
Philippi and Buckhanon do.—do	6,000
Hillsboro' and Harper's Ferry do.—do	6,000
Twelve Pole River—do	1,800
Morgantown and Beverly—do	3,000
Clarksburg and Philippi—do	6,000
Red Sweet Springs in Allegheny thro' Rich Patch to Botetort—do	7,200
Dibrell's Springs to Buchanan do	5,400
Giles, Lafayette and Kanawha Turnpike—additional subscription	8,000
Glenville and Charleston do.—do	12,000
Sweet and Salt Sulphur Springs do—do	7,200
Weston and Fairmount do—do	12,000
Wellsburg and Betheny do—do	9,000
Morgantown and Bridgeport do—do	6,000
Warrenton and Rappahannock do—do	12,000
Berkeley and Jefferson do—do	12,000
Orleans and Salem do—do	3,000
Howardsville and Rockfish do—increased to three-fifths	21,000
Logan, Raleigh and Monroe do—three-fifths	18,000
Martinsburg and Potomac do—do	18,000
Knobly Valley do—do	8,400
" For increase of capital.	6,000
Tazewell C. H. and Fancy Gap do—three-fifths	19,200
Buckhanon and Little Kanawha do—do	7,200
Charleston and Point Pleasant do—(additional)	8,000
Williamsport (in Wood) and Parkersburg, do—three-fifths	3,000
Hampshire and Morgan do	6,600
Coal River Navigation	6,000
Hardy and Winchester do—increased to three-fifths	18,000
New Market and Sperryville	30,000
Virginia and Maryland Bridge company—(when $25,000 subscribed	10,000

Stock Transferred.

By the bill amending the charter of the Southside railroad company, the State transfers to that work its stock in the Petersburg and Roanoke railroad, amounting to $323,500

Subscriptions Authorised—amount not ascertained.

Ringwood and West Union Turnpike—three-fifths.
Cheat River bridge, do.
Staunton and James River turnpike, do.
Monongahela Navigation, do.
Berryville and Charleston turnpike, do.
Thornton's Gap turnpike.
Harrisville tuanpike, do.
Smith's River Navigation—three-quarters of two-fifths.

Recapitulation.

Direct appropriations	$544,650
Debt released	50,000
Guaranties authorised	700,000
Subscriptions authorised	2,817,800
Stock transferred	323,500
Total	$4,435,950

The Protective Policy.

In the House of Representatives, on the 28th of February, 1849, Mr. Hudson, of Mass., from the Committee on Ways and Means, made a very interesting, able and elaborate report, on the general subject of a Protective Tariff. The following is the opening portion of the Report, which presents in a strong light the doctrine of Protection to Home Industry:

Nearly one hundred petitions and memorials, mostly from the state of Pennsylvania, bearing the signatures of about twenty-five hundred citizens, have been referred to the Committee of Ways and Means. These petitions set forth "that the manufacturing and mining interests of the state are suffering great depression, and, in some instances, are threatened with entire prostration, in consequence, as they believe, of the insufficient duties imposed upon articles of foreign manufacture." They further represent "that, as a result of this state of affairs, our farmers have been deprived of valuable home markets, that a large number of our mechanics and laborers have been thrown out of employment, and that the drain of specie, consequent upon heavy importations, has injuriously affected our whole mercantile community. These evils, they believe, must continue and increase so long as our present tariff policy remains in force."

The House also, by a resolution, has instructed the committee "to inquire into the expediency of reporting a tariff bill based upon the principles of the tariff of 1842." While the committee are united in the opinion that, for want of time and proper information in relation to the numerous details of a bill, it is not expedient at this time to attempt a revision of our revenue system, they are strongly impressed with the belief that the day is not far distant when the wants of the government and of the people will call for such a revision; and while the committee are satisfied that the present condition of the country does not require rates of duty as high, in many respects, as those of the tariff of 1842, and that many of the details of that bill should be changed, they believe that the principles on which that system was founded are sound in themselves, and ought never to be abandoned. That act, as we understand it, was a revenue measure adopted to the wants of the government and of the people; affording suitable protecrion to the toiling millions, while it supplied the demands of the treasury. The antagonism which is supposed to exist between revenue and protection, your committee entirely discard. We believe that the wants of the government and the wants of the people are perfectly coincident. We repudiate altogether that monarchical view of the subject which would set up the government as a separate, independent body, having no common sympathy with the people, and an interest distinct from them. Such notions belong to other periods and other countries; and should not in this enlightened age be cherished for a moment in this country. We believe that that system of *protection* is the best which gives a revenue sufficient for the wants of the government, and that that is the wisest system of *revenue* which will protect the labor and increase the resources of the country. The policy of every enlightened financier is to raise his means in such a manner as to bear as lightly upon the people as possible. If your tax exhausts their resources, and so diminishes their ability to meet your demand in future, it proves conclusively that your system is defective, and ought to be abandoned.

As the wants of the government are annual, the wise financier will, above all things, seek to increase the ability of the people to meet this annual demand. To this end he will so adjust his financial system as to protect the labor, stimulate the industry, and develope the resources of the country. Knowing that a diversity of employments will best promote that object, instead of striving to build up one great interest, or to increase the production of one great staple, he will rather strive to turn industry into every channel, so that all ages and sexes, in every clime and station, may find employment suited to their capacity and situation. As the annual product of the labor of the country will amount to at least one-sixth of its wealth, any system which will increase the productiveness of labor, would materially to add the taxable property of the country.

To be continued.

AMERICAN RAILROAD JOURNAL.

Saturday, April 21, 1849.

Gold Mines in Virginia.

The existence of gold mines in Virginia has been known for a long period of time, and during the last twenty years the gold coinage of the United States, from the products of Virginia, have been 1,008,180 dollars.

A few years ago a brisk speculation was carried on in this city, in the stock of the Whitehall mine, the same one now owned and worked by Stockton, Heis, Dexter, Colby and others. The old concern blew up, and the working of the mine ceased. Recently some of the present owners bought it up for $6,000.

This mine is in Spotsylvania Co., near Fredericksburg There are other mines in the same neighborhood. *Commodore Stockton* is opening one independent of the Whitehall company, and *George W. Pickering, Esq.*, of Bangor, Maine, a distinguished and wealthy merchant of that State, is opening another in the vicinity.

We know not how many others are now engaged in exploring the same field.

A personal friend, who from motives of general curiosity, visited this region recently, has at our request given us some account of his observations, made on the spot. He is an accurate observer of facts and localities, and fully informed upon the subject in hand, though he had no intention of writing down his observations at the time of his visit.

There is no motive that can operate to color, or influence his opinions; beside this, his character for intelligence and integrity is a guarantee of perfect accuracy. We asked, and have obtained permission to give the following note, from him to us, to the readers of the Journal. He does not state the am't of gold already obtained at the Whitehall mine.—We have reason to suppose that the owners are not inclined to give much information on this point.

Boston, April 19, 1849.

Dear Sir: I have lately made a hasty excursion into the gold regions of Virginia, actuated by curiosity merely, to see what a gold mine was, and how the gold was got out. From Washington, we descended the Potomac in a fine steamboat, to the commencement of the Richmond railroad, and went a dozen miles on that road to Fredericksburg, where we took a wagon to Chancellorville. Chancellorville consists of one hotel, with barns and outhouses. And a very good hotel it is. On the way we called in to see two friends from the east, at the gold mine. We found them busily engaged in getting their machinery into operation for crushing and washing the ore. They had a very neat and effective looking steam engine to do their work, and expected to have it in operation in a few days. They had sunk a perpendicular shaft on the side of the hill, and were running a horizontal adit into it. They appeared to have plenty of ore—how rich it is, a few days' experiments with their machinery would soon determine. The next day, we went to see the famous mine, called the Stockton & Heis mine. We found everything there looking promising and prosperous. There was an air of cheerfulness, activity and business about it, that usually attend successful operations. We found the Commodore very busily engaged in superintending his machinery, and apparently in high spirits. The machinery is contained in a building, which is not open to visiters. The interruption they would give to business, and possibly the danger of loss of some of the valuable produce of the mine, makes it necessary to exclude them. As we were introduced however by an owner, the Commodore admitted us into the penetralia, and was very civil in exhibiting the processes for getting out the gold. The ore, which is found in a perpendicular vein of hard quartz, and in the walls of rotten slate adjoining, is taken up from a shaft between thirty and forty feet deep, and carted or wheeled to the machine house, where it is from the outside shoveled into hoppers which carry it to the stampers within. The stampers are beams of timber standing perpendicularly with heavy iron blocks or stamps at the bottom of each. The movement of the machinery raises and drops these alternately, and their weight crushes the mineral beneath them. A small stream of water is always running upon the mineral beneath the stampers, and washes it out as it becomes fine enough, through an iron mesh work, or seive. Thence it runs through long spouts or gutters lying nearly horizontal, at the bottom of which are skins with the hair on, and hair uppermost. The heavy sand and gold dust are collected on these skins. It is afterwards removed and put into a rocker of the form commonly used, where, by the rocky motion and the inclination of the machine in the usual mode, the gold is farther separated. In that machine, the gold, with the remaining sand is passed into quicksilver, with which all the gold amalgamates, leaving the sand entirely free The amalgam is afterwards squeezed in buckskin leather, and the greater part of the quicksilver passes through. To separate the remainder, the mass is put into a furnace, where the quicksilver is sublimated and passes off, leaving the gold free. The machinery is carried by water power, they having here the advantage of a good stream. The shaft from which they were raising the ore is in a low piece of ground, resembling a piece of wet meadow. There are one or two shafts sunk in the hill which rises with a moderate swell to a considerable height above the meadow and stream. A horizontal shaft was likewise in progress through the hill, and had already passed at right angles through several veins. There are a large number of veins of quartz on the estate. I understood that gold had been found in some nine or ten of them. Their course is about southwest. The surface of the ground, both on the hill and in the lowland, had the appearance of having been dug all over in surface washing. A good deal of gold had been obtained in this way; but it does not seem to have been very profitable, as the former owners sold the estate containing about 1000 acres for $6000. They either were ignorant of the existence af the veins, which seems hardly possible, or too unskilful and faithless to undertake the working of them. If we could judge from what we saw and heard, it would seem to require the proceeds of but few days' works, as productive as when we saw it, to pay off the original purchase money. We understood that about 38 negroes were employed on the works. They are hired by the year at about 60 dollars a piece; by the month at seven dollars.—There are about a dozen white people likewise employed. We left the estate much gratified with our visit. The next day we visited another about the same distance, in a different direction, from our hotel. This exhibited a melancholy monument of mismanagement. There were good buildings, and expensive machinery upon it, standing idle, and with the air of neglect and decay upon them. They had not been used for five or six years, and yet this mine had and has the universal reputation of being the richest mine in the region before the Stockton mine was worked. We requested the former owner of the property to show us the place, and give us some information about it. He described it as being very rich. The veins had been probed to the depth of 130 to 160 feet, and the ore was very productive. On the surface he said there was gold everywhere. We asked him to show us some in the soil directly at our feet. He sent his boy into the house for a small pan. This he filled with earth from the spot where we stood, and told his boy to wash it. This the boy did by holding it in a pool of water at hand, and agitating for about three minutes very carelessly, so as to get rid of all the soil but about a tea cup full. This he held up to us, and we perceived in it a number of specks of the gold. He picked up likewise pieces of quartz that had come from the vein, and showed us specks of gold in that. This owner was now poor, notwithstanding the richness of the mine. Some years ago a company was formed to purchase the place, and work the mine. They agreed to give him $100,000 for the soil, and they paid him part of it. They put up the buildings and machinery, and carried on operations for some time. Now you will of course wonder how, if the mine was so rich, it came into its present dilapidated condition, and the owner into his dilapidated state. The answer is contained in two words—rum and law. The owner retained one-quarter of the mine, lived on the spot and directed the operations. He was dissipated, and gave way to all the vices consequent upon extreme dissipation. Of course, under such management, no profits could be expected. He quarrelled with the other owners, they got into lawsuits, and the final result was that the whole property was sold by the sheriff for a trifle. This was the account we got in the neighborhood. We visited some other mines the next day—but I have given you enough for the present.

Manufactures at the South.

The early settlers of New England, from thei bleak climate and hard and comparatively unproductive soil, were lead from necessity to engage in manufacturing and commercial pursuits, while those occupying the more fertile soil and genial climate of the south devoted themselves mainly to the pursuits of agriculture. The causes which thus early gave different directions to the industry of these sections, have continued to operate to the present time, and exhibit their natural and appropriate results.

Agriculture is the simplest form of labor, and man individually can accomplish nearly as much in tilling the soil as when associated with his fellow men; consequently competition in this pursuit is much greater than almost any other, and from its know results it is as easy to determine the value of such kind of labor. Commerce and manufactures require skill, associated with labor and capital. These pursuits therefore encounter much less competition than agriculture, and those engaged in them are able to a certain degree to put their own price upon their products. Hence the superiority in wealth of commercial and manufacturing communities over these purely agricultural; ot the Northern states over the Southern. In manufacturing communities labor is more diversified, and is less subject to fluctuation than where a whole people are engaged in one pursuit. Take in illustration a manufacturing town in New England, where the inhabitants are engaged in twenty different kinds of manufacture. While one branch is suffering from overproduction or from other causes, all the others may be doing a profitable business, and be in condition to extend the necessary aid to the suffering interest, and the business of the place appears to suffer no check or disturbance. Having different pursuits each branch is led from interest as well as from sympathy and good feeling, to sustain the others. All

combined, they constitute a balance wheel in business, securing order and regularity of movement, and play a part similar to a balance wheel in machinery; where on the other hand a whole community have but one pursuit those revulsions which seem to be a necessary law of trade, will for a time completely overwhelm it in ruin. No man can aid his neighbor. All are alike involved in the catastrophe. Again, as a general rule the amount produced regulates the price. The southern states seem peculiarly adapted to the production of cotton. The culture of this plant has been pushed to an extraordinary extent. The consequence is that the price falls just as the production is increased. A crop of 2,400,000 bales will realize but little more to the planter than one of 1,600,000. It is admitted that the south must furnish the greater part of this article for the manufacturing world. If the production was kept within the demand for consumption, the producers could regulate the price; but as it exceeds this demand they are completely in the power of the domestic and foreign manufacturer. The remedy for this is in the hands of the planter, and can be applied at will; let them devote one-third of their labor in the production of what they purchase from abroad, and the cotton that the other two-thirds could produce would realize them nearly as much as the whole does now; and they could retain at home the large sums that they now send to the north and to Europe for so many of the necessaries of life.

In connection with these remarks, we are happy to transfer to our columns the following article from the Baltimore American, on this subject; we are indebted to this paper for much valuable matter presented to our readers. We read no paper among all our exchanges with more pleasure, and know of no one which contains so much interesting matter in the same line of pursuit as ourselves:

It is only within the past two or three years that the idea of manufacturing their own cotton into fabrics for home consumption, instead of sending it abroad, was entertained by the people of Georgia. Experience had proved that they could grow cotton to greater advantage, perhaps, than any other people in the world. In times past, when their staple brought twenty-five and thirty cents per pound, fortunes had been made by producing the raw material, and they still hoped that prices would again go up, and that their cotton fields would again yield the rich return of former years. They thought of many schemes to bring about this desirable result; conventions were held, and vain attempts were made to "legislate on the price of cotton." In their disappointment, they attributed the depression of their agricultural interests to the protective policy of the General Government, which their own statesmen had been the first to recommend; and by a system of reasoning more ingenious than sound, they constructed the tariff laws, by which the national revenue was derived from duties on imports, into a system of favoritism and robbery—favoritism to the manufacturers of the north, and robbery of the planters of the south. For many years the people of Georgia, and we may say of the whole cotton growing states, have steadily and obstinately resisted a policy which they believed to be unjust, and many of them have been carried by their zeal into the extreme theories of free trade, as offering the only relief to the cotton growing interests of the south. But it is, as we have said, only within the past few years that the planters of the Southern States have dreamed of the practicability of becoming manufacturers themselves, and thus availing themselves of the protection against which they have so long and so loudly complained. The experience of those few years has dissipated their long cherished doubts and prejudices, and we have abundant evidence in the manufacturing enterprises now going on, to convince us that the day is not far distant when the south will have her Lowells and her Manchesters, and when the outcry of her politicians against the tariff will be hushed in the hum of her millions of spindles. She will be indifferent to, and independent of, all protection. With the cotton fields within sight of her mills, and a great home market for the consumption of her manufactured goods, what manufactures, at home or abroad, can successfully compete with her? Can Lowell, in New England, or Manchester, in Old England, send to the south for her cotton, transport it to and fro, with all its accumulating "costs and charges," and then enter into competition with the southern manufacturer, in his own or any other market? Already the southern manufacturer is beginning to supply the home market with his heavy fabrics, and it is well known that northern manufacturers are in the habit of purchasing the yarns of the southern mills, which are afforded to them cheaper than they can spin them.

The southern manufacturer will perhaps never be able to compete with the east in the manufacture of prints and the finer fabrics of cotton goods, nor will it be to his interest to attempt it. But in heavy goods, yarns, &c., in which the material consumed is the chief value, he can have no formidable competition, and while he will have no longer any cause to complain of a moderate protective policy, in the benefit of which he will be a joint participant, he will be better able than his eastern competitor to live without it.

The planter will be benefitted by the investment of capital in home manufactures, not only by the diversion of it from a competition with himself in the production of cotton, thus increasing the amount and depreciating the value of the article at the same time, but by the market which the factories will afford for the consumption of the various products of the farm With such a division of capital and enterprise, matters will from time to time adjust themselves. The capitalist will have his opinion of the investment and if it be true that manufactures fostered as they have been, are more profitable than agriculture, he may invest in manufactures. Should, however, manufacturing be overdone, as the protection of cotton has been, the advancing price of the latter would soon divert the surplus capital from the mills to the field.—*Baltimore American.*

Railroad Iron.

THE NEW JERSEY IRON CO'S WORKS AT Boonton, are now in full operation, and can execute orders for Railroad Bars of any required pattern, equal in quality to any made in this country. Apply to DUDLEY B. FULLER, *Agent*,
139 Greenwich street.

New York, October 25, 1848.

Railroad Iron.

THE UNDERSIGNED ARE PREPARED TO contract for the delivery of English Railroad Iron of favorite brands, during the Spring. They also receive orders for the importation of Pig, Bar, Sheet, etc. Iron. THOMAS B. SANDS & CO.,
22 South William street,

February 3, 1849. New York.

English Railroad Iron.

3000 Tons H pattern Rails in store, and to arrive this Spring—58 and 60 lbs per yard; of an approved pattern, best English make, each bar being stamped with the manufacturers's name, and inspected before shipment at the works in Wales. For sale by DAVIS, BROOKS & CO.,
68 Broad srteet.

March 18, 1849 2m.11

Railroad Iron.

THE MOUNT SAVAGE IRON WORKS, Alleghany county, Maryland, having recently passed into the hands of new proprietors, are now prepared, with increased facilities, to execute orders for any of the various patterns of Railroad Iron. Communications addressed to either of the subscribers will have prompt attention. J. F. WINSLOW, *President*
Troy, N.Y.
ERASTUS CORNING, Albany.
WARREN DELANO, Jr., N.Y.
JOHN M. FORBES, Boston.
ENOCH PRATT, Baltimore, Md.

November 6, 1848.

Railroad Iron.

THE SUBSCRIBERS ARE PREPARED TO take orders for Railroad Iron to be made at their Phœnix Iron Works, situated on the Schuylkill River, near this city, and at their Safe Harbor Iron Works, situated in Lancaster County, on the Susquehannah river; which two establishments are now turning out upwards of 1800 tons of finished rails per month.

Companies desirous of contracting will be promptly supplied wtth rails of any required pattern, and of the very best quality.

REEVES, BUCK & CO.,
45 North Water St., Philadelphia.

March 15, 1849.

Railroad Iron.

THE TRENTON IRON COMPANY ARE NOW turning out one thousand tons of rails per month, at their works at Trenton, N. J. They are prepared to enter into contract to furnish rails of any pattern, and of the very best quality, made exclusively from the famous Andover iron. The position of the works on the Delaware river, the Delaware and Raritan canal, and the Camden and Amboy railroad, enables them to ship rails at all seasons of the year. Apply to
COOPER & HEWITT, *Agents*.
17 Burling Slip, New York.

October 30, 1848.

Railroad Iron.

THE Undersigned offer for sale 3000 Tons Railroad Iron at a fixed price, to be made of any required ordinary section, and of approved stamp.

They are generally prepared to contract for the delivery of Railroad Iron, Pig, Bar and Sheet Iron—or to take orders for the same—all of favorite brands, and on the usual terms. ILLIUS & MAKIN.
41 Broad street.

March 29, 1849. 3m.13

Railroad Iron, Pig Iron, &c.

600 Tons of T Rail 60 lbs. per yard.
25 Tons of 2½ by ½ Flat Bars.
25 Tons of 2½ by 9-16 Flat Bars.
100 Tons No. 1 Gartshrorie.
100 Tons Welsh Forge Pigs.
For Sale by A. & G. RALSTON & CO.
No. 4 So. Front St., *Philadelphia.*

Railroad Iron.

RAILROAD IRON & LOCOMOTIVE TYRES imported to order, and constantly on hand, by
A. & G. RALSTON,
4 South Front St., Philadelphia.

RAILROAD WHEELS.

CHILLED RAILROAD WHEELS.—THE UNdersigned are now prepared to manufacture their Improved Corrugated Car Wheels, or Wheels with any form of spokes or discs, by a new process which prevents all strain on the metal, such as is produced in all other chilled wheels, by the manner of casting and cooling. By this new method of manufacture, the hubs of all kinds of wheels may be made whole—that is, without dividing them into sections—thus rendering the expense of banding unnecessary; and the wheels subjected to this process will be much stronger than those of the same size and weight, when made in the ordinary way.

A. WHITNEY & SON,
Willow St., below 13th,
Philadelphia, Pa.

CHILLED RAILROAD WHEELS.—THE UNdersigned, the *Original Inventor* of the *Plate Wheel* with solid hub, is prepared to execute all orders for the same, promptly and faithfully, and solicits a share of the patronage for those kind of wheels which are now so much preferred, and which he originally produced after a large expenditure of time and money.

A. TIERS,
Point Pleasant Foundry.

He also offers to furnish Rolling Mill Castings, and other Mill Gearing, with promptness, having, he believes, the largest stock of such patterns to be found in the country. A. T.

Kensington, Philadelphia Co.,
March 12, 1848.

Wanted Immediately.

8000 Tons of Inverted T Rail wanted, of about 60 lbs. to the yard, for laying 80 miles of road, by the Columbus and Lake Erie Railroad Company, and Mansfield and Sandusky Railroad Company, 60 miles of which is new road, and to re-lay 20 miles on the last mentioned road.

Proposals will be received until May 15, addressed (under seal) to me, at this place.

Proposals are invited for cash on delivery, and also for 7 per cent. bonds, payable in New York or Boston. Delivery may be made at Oswego, Albany, or New York, or at Portsmouth, on the Ohio river, Montreal, Canada, or at Sandusky city. American Iron would be prefered, except *good* English. Parties proposing, will please name the place preferred for delivery. Delivery to commence as early as June 1st, and complete as early as October 1st, if practicable.

B. HIGGINS, *Superintendent, etc.*
Sandusky City, Ohio, March 15, 1849. 2m.13

T. & C. Wason,

MANUFACTURERS OF EVERY STYLE OF Freight and Baggage Cars—Forty rods east of the depot Springfield, Mass.

Running parts in sets complete. Wheels, axles, or any part of cars furnished and fitted up at short notice and in the best manner.

N. B. Particular attention paid to the manufacture of the *most improved Freight Cars*. We refer to the New Haven, Hartford and Springfield; Connecticut River; Harlem; Housatonic, and Western, Massachusetts, Railroads, where our cars are now in constant use.

SPRING STEEL FOR LOCOMOTIVES, TENDERS AND CARS.—The subscriber is engaged in manufacturing spring steel from 1¼ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address J. F. WINSLOW, *Agent*,
Albany Iron and Nail Works.

SCHENECTADY LOCOMOTIVE WORKS

SCHENECTADY, N. Y.

THESE Works are in full operation in Manufacturing to order, Locomotive Steam Engines & Tenders, of the best principle and construction of material, using wrought iron heavy frames with pedestals welded thereto, and all parts of the engine made of the best wrought iron, except cylinders, pumps and boxes—obtaining greater durability, and carrying less weight over the road, than engines constructed of cast iron.

Wrought Iron Tires made any required size, and Tire Bars bent and welded with dispatch.

Chilled Wheels for Cars, Tucks and Tenders, made from the toughest iron.

Driving and Tender and Car Wheels fitted to Axles with Brass Boxes and Springs, and Railroad Machinery generally. Manufactured and for sale by E. S. NORRIS.

April 11, 1849.

Extension of the Baltimore & Ohio Railroad.

TO CONTRACTORS FOR GRADUATION AND MASONRY.

PROPOSALS are invited for the Graduation and Masonry of the following described sections of this road—the sections averaging a mile in length—commencing in the town of Cumberland; Sections 1, 2, 6, 7, 8 and 10, will be let, embracing considerable rock work along the Potomac river bluffs, and the masonry of several bridges on Section st. Also all the sections from 30 to 45 inclusive, (excepting sections 43 and 44) beginning 28 miles from Cumberland, about a mile below the mouth of Savage river, and terminating at the summit of the mountain. The work upon these sections is heavy, containing much rock excavation and 2 tunnels, each about 600 feet in length, and a stone bridge of considerable size. The whole number of sections now to be let is 20. In the course of the spring and summer upwards of 30 more heavy sections will be put under contract between Cumberland and Three Forks Creek. The remaining sections between those points, and other work beyond the latter, will be let in the spring of 1850.

Specifications of the work on the 20 sections now to be let, will be ready by the 25th of March current.—They will be distributed from the company's offices in Baltimore, Frederick, Harper's Ferry, Cumberland and Washington. The proposals will be directed to the undersigned, at No. 23 Hanover street, Baltimore, and will be received until Saturday, the 28th of April, inclusive. Before making bids the line should be thoroughly examined, and the resident engineers will be in attendance thereon to give information. The most satisfactory testimonials will be demanded. The payments will be made in cash, reserving the usual 20 per cent until the completion of the contract. The most energetic prosecution of the work will be required. By order of the President and Directors.

BENJ. H. LATROBE, *Chief Engineer.*
Baltimore, March 14, 1849 5t.12

UPPER CANADA MINING COMPANY.

INCORPORATED BY ACT OF PARLIAMENT.

NOTICE is hereby given, that an ASSESSMENT OF ONE SHILLING AND THREE PENCE PER SHARE has been levied on the *STOCK OF THE UPPER CANADA MINING COMPANY* —one half thereof, or Seven Pence Halfpenny per share, being payable, at the office of the Company, in Hamilton, or to Messrs. W. & J. Currie, Agents, Wall St. New York, on the *First Day of April* next, and the other half on the *First day of July* next ensuing. By order, J. D. Brondgeest,
Secretary U. C. M. C.

Hamilton, 24th February, 1849. 12tf

WILLIAM JESSOP & SONS'

CELEBRATED CAST-STEEL.

The subscribers have on hand, and are constantly receiving from their manufactory,

PARK WORKS, SHEFFIELD,

Double Refined Cast Steel—square, flat and octagon.
Best warranted Cast Steel—square, flat and octagon.
Best double and single Shear Steel—warranted.
Machinery Steel—round.
Best and 2d gy. Sheet Steel—for saws and other purposes.
German Steel—flat and square, "W. I. & S." "Eagle" and "Goat" stamps.
Genuine "Sykes," L Blister Steel.
Best English Blister Steel, etc., etc., etc.

All of which are offered for sale on the most favorable terms by WM. JESSOP & SONS,
91 John street, New York.

Also by their Agents—
Curtus & Hand, 47 Commerce street, Philadelphia.
Alex'r Fullerton & Co., 119 Milk street, Boston.
Stickney & Beatty, South Charles street, Baltimore.

May 6, 1848.

Direct Action Engines
FOR STEAMBOATS.
THE PATENT DOUBLE CYLINDERS,
AND ALSO
THE ANNULAR RING PISTON ENGINES,
of Messrs. Maudslay, Sons & Field, of London, may be built in the United States, under license, which can be obtained of their agent,
THOMAS PROSSER, C. E.
28 Platt street, New York.
May 6, 1848.

LAP-WELDED WROUGHT IRON TUBES for Tubular Boilers, from 1¼ to 15 inches diameter, and any length not exceeding 17 feet—manufactured by the Caledonian Tube Company, Glasgow, and for sale by IRVING VAN WART,
12 Platt street, New York.
JOB CUTLER, *Patentee.*
☞ These Tubes are extensively used by the British Government, and by the principal Engineers and Steam Marine and Railway Companies in the Kingdom.

DEAN, PACKARD & MILLS,
MANUFACTURERS OF ALL KINDS OF
RAILROAD CARS,
SUCH AS
PASSENGER, FREIGHT AND CRANK CARS,
— ALSO —
SNOW PLOUGHS AND ENGINE TENDERS
OF VARIOUS KINDS.
CAR WHEELS and AXLES fitted and furnished at short notice; also, STEEL SPRINGS of various kinds; and
SHAFTING FOR FACTORIES.
☞ *The above may be had at order at our Car Factory,*
REUEL DEAN,
ELIJAH PACKARD,
ISAAC MILLS,
} SPRINGFIELD, MASS.
1y48

Mattewan Machine Works.
THE Mattewan Company have added to their Machine Works an extensive LOCOMOTIVE ENGINE department, and are prepared to execute orders for *Locomotive Engines* of every size and pattern—also *Tenders, Wheels, Axles*, and other railroad machinery, to which they ask the attention of those who wish such articles, before they purchase elsewhere.
STATIONARY ENGINES, BOILERS, ETC., Of any required size or pattern, arranged for driving *Cotton, Woollen, or other Mills*, can be had on favorable terms, and at short notice.
COTTON AND WOOLLEN MACHINERY, Of every description, embodying all the modern improvements, second in quality to none in this or any other country, made to order.
MILL GEARING,
Of every description, may be had at short notice, as this company has probably the most extensive assortment of patterns in this line, in any section of the country, and are constantly adding to them.
TOOLS.
Turning Lathes, Slabbing, Planing, Cutting and *Drilling Machines*, of the most approved patterns, together with all other tools required in machine shops, may be had at the Mattewan Company's Shops, Fishkill Landing, or at 39 Pine street, New York.
WM. B. LEONARD, *Agent.*

Devlan's Machinery Oil.
THE Subscribers, Agents for P. S. Devlan & Co's "Patent Lubricating Oil"—price 80c. per gallon 4 mos. or 3 per cent off for cash.
We refer to the following certificate of Messrs. Norris Brothers, in whose works, any one by calling can see the oil in use and judge for themselves.
NORRIS' LOCOMOTIVE WORKS.
Philadelphia, April 2, 1849.
We have been using throughout our Works, during the last six weeks, "Devlan's Lubricating Oil," and so far as we have been able to judge from its use, we think it paeferable to the sperm oil generally used, for both heavy and light bearings. NORRIS BROTHERS.
For sale by ALLEN & NEEDLES,
22 & 23 South Wharves,
14tf Philadelphia Pa.

LAP—WELDED
WROUGHT IRON TUBES
FOR
TUBULAR BOILERS,
FROM 1 1-2 TO 8 INCHES DIAMETER.
These Tubes are of the same quality and manufacture as those so extensively used in England, Scotland, France and Germany, for Locomotive, Marine and other Steam Engine Boilers.
THOMAS PROSSER,
Patentee.
28 Platt street, New York.

THE NEWCASTLE MANUFACTURING Co. continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack Screws, Wrought Iron Work and Brass and Iron Castings, of all kinds connected with Steamboats. Railroads, etc.; Mill Gearing of every description; Cast Wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.
The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY,
a45 President of the Newcastle Manuf. Co.

TO RAILROAD COMPANIES AND MANUfacturers of Railroad Machinery. The subscribers have for sale American and English Bar Iron, of all sizes; English Blister, Cast, Shear and Spring Steel; Juniata Rods; Car Axles, made of double refined iron; Sheet and Boiler Iron, cut to pattern; Tires for Locomotive Engines, and other railroad carriage wheels, made from common and double refined B. O. Iron; the latter a very superior article. The Tires are made by Messrs. Baldwin and Whitney, Locomotive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.
When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.
THOMAS & EDMUND GEORGE,
a45 N. E. cor. 12th and Market sts., Philad., Pa.

NICOLL'S PATENT SAFETY SWITCH FOR Railroad Turnouts. This invention for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design. It acts independently of the main track rails; being laid down or removed without cutting or displacing them.
It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two castings and two rails; the latter, even if much worn or used, not objectionable.
Working models of the Safety Switch may be seen at Messrs. Davenport, Bridges & Kirk's Cambridge Port, Mass., and at the office of the Railroad Journal, New York.
Plans, Specifications, and all information obtained, on application to the Subscriber, Inventor and Patentee.
G. A. NICOLLS,
Reading, Pa.

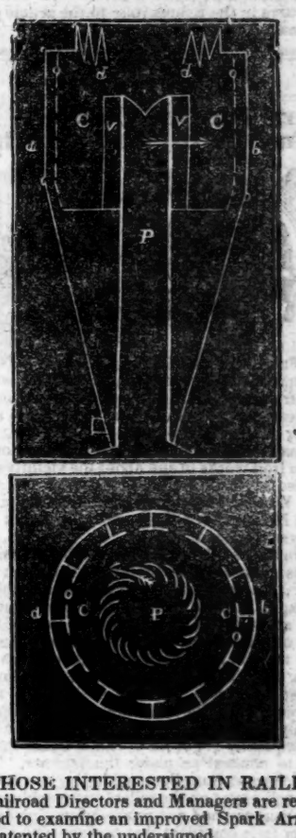
MACHINE WORKS OF ROGERS KETCHUM & GROSVENOR, *Patterson, N. J.* The undersigned receive orders for the following articles manufactured by them of the most superior description in every particular. Their works being extensive, and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and dispatch.
Railroad Work.—Locomotive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles Springs and Flange Tyres; Car Wheels of Cast Iron a variety of patterns and chills; Car Wheels of Cast Iron with wrought tyres. Axles of best American refined iron; springs; boxes and bolts for cars.
Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.
Mill gearing and millwright work generally, hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.
ROGERS, KETCHUM & GROSVENOR,
Patterson, N. J., or 60 Wall St., New York.

IRON BRIDGES, BRIDGE & ROOF BOLTS, etc. STARKS & PRUYN, of Albany, New York, having at great expense established a manufactory with every facility of Machinery for Manufacturing Iron Bridges, Bridge and Roof Bolts, together with all kinds of the larger sizes of Screw Bolts, Iron Railings, Steam Boilers, and every description of Wrought Iron Work, are prepared to furnish to order, on the shortest notice, any of the above branches, of the very best of American Refined Iron, and at the lowest rates.
During the past year, S. & P. have furnished several Iron Bridges for the Erie Canal, Albany Basin, etc. —and a large amount of Railroad Bridge Bolts, all of which have given the most perfect satisfaction.
They are permitted to refer to the following gentlemen:

Charles Cook, Nelson J. Beach, Jacob Hinds,	Canal Commissioners of the State of New York.
Willard Smith, Esq.,	Engineer of the Bridges for the Albany Basin.
Messrs. Stone & Harris,	Railroad Bridge Builders, Springfield, Mass.
Mr. Wm. Howe,	
Mr. S. Whipple,	Engineer & Bridge Builder, Utica, N. Y.

January 1, 1849.

FRENCH & BAIRD'S
Patent Spark Arrester.



TO THOSE INTERESTED IN RAILROADS. Railroad Directors and Managers are respectfully invited to examine an improved Spark Arrester recently patented by the undersigned.
Our improved Spark Arresters have been extensively used during the last year on both Passenger and Freight Engines, and have been brought to such a state of perfection, that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.
These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust, they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase, or obtain further information in regard to their merits.

R. L. Stevens, president Camden and Amboy railroad company; Rich'd Peters, sup't Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Reading railroad, Reading, Pa.; W. E. Morris, pres't Philadelphia, Germantown and Norristown railroad company, Philad.; E. B. Dudley, pres't W. and R. railroad co., Wilmington, N. C.; Col. Jas. Gadsden, pres't S. Carolina railroad co., Charleston, S. C.; W. C. Walker, agent V. and J. railroad, Vicksburg, Miss.; R. S. Van Rensselaer, sup't Hart. and N. H. railroad; W. R. McKee, sup't Lexington and Ohio railroad; T. L. Smith, sup't N. Jersey railroad and transp. co; J. Elliott, sup't M. P., Philadel. and Wilm. railroad; J. O. Sterns, sup't Elizabethtown and Somerville railroad; R. R. Cuyler, pres't Central railroad, Savannah, Ga.; J. D. Gray, sup't Macon, (Ga.) railroad; J. H. Cleveland, sup't of Southern railroad, Monroe, Mich.; M. F. Crittenden, sup't mo.power Central railroad, Detroit, Mich.; G. B. Fisk, pres't Long Island railroad, Brooklyn, L. I.

Orders for these chimneys and arresters, addressed to the subscribers, care of Baldwin and Whitney, of Philadelphia, will be promptly executed.

The subscribers will dispose of single rights, or rights for one or more States on reasonable terms.

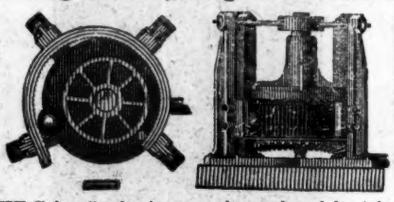
FRENCH & BAIRD.

Philadelphia, Pa., April 6, 1844.

The letters in the figures refer to the article given in the Journal of June, 1844.

MACHINERY.

Henry Burden's Patent Revolving Shingling Machine.



THE Subscriber having recently purchased the right of this machine for the United States, now offers to make transfers of the right to run said machine, or sell to those who may be desirous to purchase the right for one or more of the States.

This machine is now in successful operation in ten or twelve iron works in and about the vicinity of Pittsburgh, also at Phœnixville and Reading, Pa., Covington Iron Works, Md., Troy Rolling Mills, and Troy ron and Nail Factory, Troy, N. Y., where it has giv- universal satisfaction.

Its advantages over the ordinary Forge Hammer are numerous: considerable saving in first cost; saving in power; the entire saving of shinglers, or hammersman's wages, as no attendance whatever is necessary, it being entirely self-acting; saving in time from the uantity of work done, as one machine is capable of working the iron from sixty puddling furnaces; saving of waste, as nothing but the scoria is thrown off, and that most effectually; saving of staffs, as none are used or required. The time required to furnish a bloom being only about six seconds, the scoria has no time to set, consequently is got rid of much easier than when allowed to congeal as under the hammer. The iron being discharged from the machine so hot, rolls better and is much easier on the rollers and machinery. The bars roll rounder, and are much better finished. The subscriber feels confident that persons who will examine for themselves the machinery in operation, will find it possesses more advantages than have been enumerated. For further particulars address the subscriber at Troy, N. Y. P. A. BURDEN.

Railroad Spikes and Wrought Iron Fastenings.

THE TROY IRON AND NAIL FACTORY, exclusive owner of all Henry Burden's Patented Machinery *for making Spikes*, have facilities for manufacturing large quantities upon short notice, and of a quality unsurpassed.

Wrought Iron Chairs, Clamps, Keys and Bolts for Railroad fastenings, also made to order. A full assortment of Ship and Boat Spikes always on hand.

All orders addressed to the Agent at the Factory will receive immediate attention.

P. A. BURDEN, *Agent*,
Troy Iron and Nail Factory, Troy, N. Y.

ENGINE AND CAR WORKS.

DAVENPORT & BRIDGES,

HAVING ASSOCIATED WITH THEM

MR. LEWIS KIRK, OF READING, PA.,

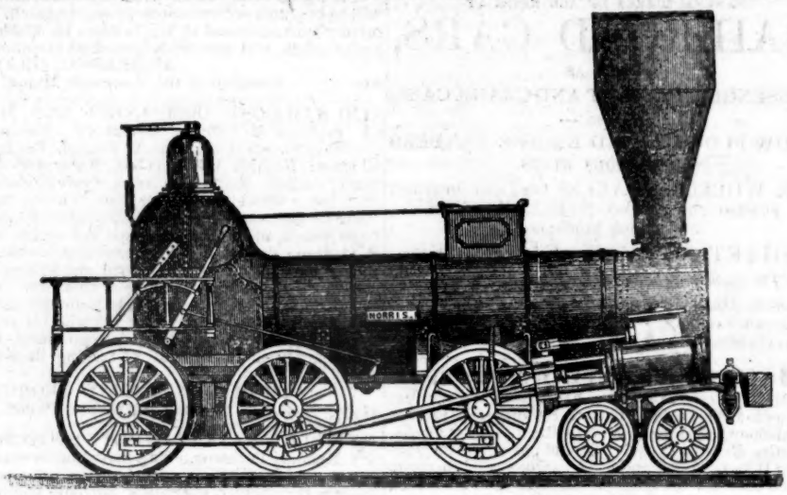
And recently enlarged their Establishment, (making it now the most extensive in the United States,) they are prepared to manufacture to order Locomotive Engines and Cars of every description. Stationary Engines, Steam Hammers, Boilers, and all kinds of Railroad Machinery. Also, Castings and Forge Irons of all kinds —including Chilled Wheels, Frogs, Chairs, Switches, Car Axles, and Locomotive Cranks, Connecting Rods, Steel Springs, Bolts, etc., etc. Orders from all parts of the country solicited for Engines and Cars, or any part or parts of the same. All orders will be furnished at short notice, and on as good terms as any manufactory in the country. Coaches pass our works every fifteen minutes during the day, from Brattle St., Boston.

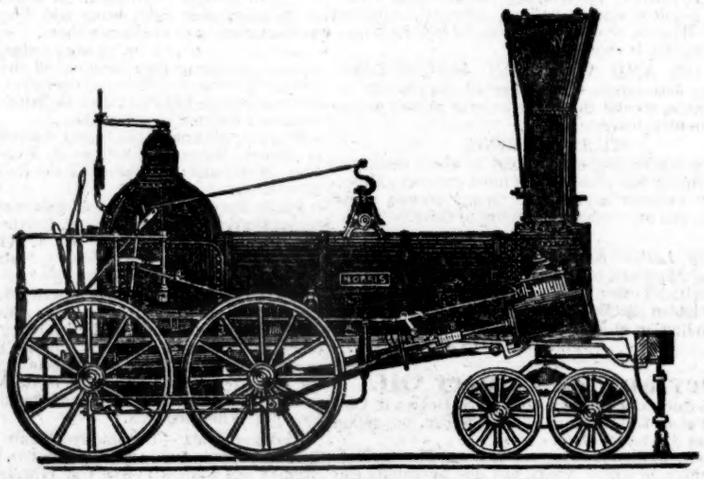
DAVENPORT, BRIDGES & KIRK.

Cambridgeport, Mass., February 16th, 1849.

NORRIS' LOCOMOTIVE WORKS.

BUSHHILL, SCHUYLKILL SIXTH-ST., PHILADELPHIA,





THE UNDERSIGNED Manufacture to order Locomotive Steam Engines of any plan or size.

Their shops being enlarged, and their arrangements considerably extended to facilitate the speedy execution of work in this branch, they can offer to Railway Companies unusunl advantages for prompt delivery of Machinery of superior workmanship and finish.

Connected with the Locomotive business, they are also prepared to furnish, at short notice, Chilled Wheels for Cars of superior quality.

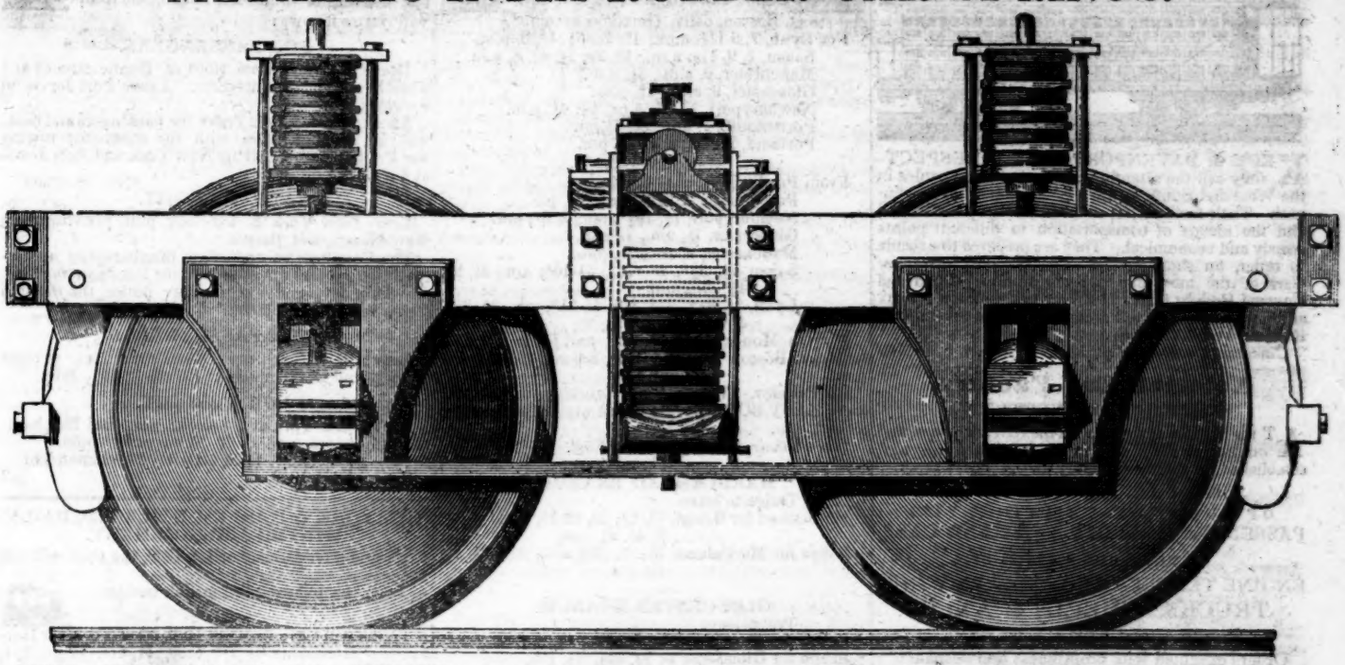
Wrought Iron Tyres made of any required size—the exact diameter of the Wheel Centre, being given, the Tires are made to fit on same without the necessity of turning out inside.

Iron and Brass castings, Axles, etc., fitted up complete with Trucks or otherwise.

NORRIS' BROTHERS.

FOWLER M. RAY'S

METALLIC INDIA RUBBER CAR SPRINGS.



THE NEW ENGLAND CAR COMPANY have introduced these Springs, and they are now in operation on every Railroad terminating in Boston, and several others in New England and the Middle States. Their qualities are well understood, or may be readily ascertained by every person interested to know them. They require no recommendation from the Company. The only known compound of India Rubber good for anything for this purpose is the Vulcanised India Rubber, invented by Charles Goodyear, of New Haven, and the application of it, and the form in which it is used, were invented by F. M. Ray, of New York. The right to manufacture and sell the substance itself for the purpose of Railroad Carriage Springs, as well as the form and application of it, are held exclusively by the New England Car Company. No other Company, or individual, has any right to sell or use it for such purpose, or has attempted so to use it in this country.

The New England Car Company guarantee the right to use the article they sell for Railroad Carriage Springs only, against all adverse rights, whether under patents or otherwise; and all persons and corporations are cautioned against a similar use of the article, when purchased of any other parties.

The Springs they sell are all manufactured in a uniform manner, and under the immediate inspection of their own Agent, and have been proved and known to answer the purpose. None have been manufactured in this country or imported from abroad besides their own, which would at all answer the purpose; and if any such should be produced, it cannot be used for Car Springs, while Goodyear's patents, and the right of the New England Car Company under them, remain in force.

The New England Car Company are now prepared to answer orders for all that may be called for, on reasonable notice, and uniform and equitable terms.—They invite the most careful examination, and the severest scrutiny, into the merits of their Springs, wherever they have applied them. And if after such examination, your Company should judge it for their interest to adopt them, the N. E. Car Company would respectfully invite the patronage which they think they deserve, and are confident of receiving at your hands.

EDWARD CRANE, *Agent*,
Office 99 State-street.

Orders may also be left with WM. RIDER & BROTHERS, No. 58 Liberty-street, New York, or with F. M. RAY, *Agent*,
100 Broadway, N. Y.

The following article from the pen of Mr. HALE, the President of the Boston and Worcester Railroad, expresses his opinion of this important improvement, as published in the Boston Daily Advertiser of June 7, 1848. He says:

"Of the numerous uses to which the wonderful elasticity and durability of India Rubber renders this material applicable, we are hardly aware of one in which it has been more successful than in forming springs for railroad cars. We have had occasion to observe, for some months past, its application to this use, on one of the passenger cars on the Newton special train of the Boston and Worcester railroad. It is there used, not only for the springs on which the car rests, but for the springs attached to the draw bar at each end of the car, to prevent any jar on the sudden advancement or interruption of the motion of the car. For both these purposes it appears to be admirably adapted, and we do not learn, that during the period in which it has been used, any defect in it has been discovered. It renders the movements of the car extremely easy, and protects it more effectually, we think than any other spring which we have ever seen in use, from every harsh or unpleasant motion, either vertical or horizontal. It is simple in its form and application, extremely light, and little liable to get out of repair.—During the period of some months, in which we have seen the springs in operation, there is no apparent wear or diminution of their efficacy."

The above statement of Mr. Hale agrees with my own observation in all particulars.

WM. PARKER, Supt., B. & W. R. R.
June 8, 1848.

I fully concur in the foregoing statement, from practical observation of its use for the last five months, on the Boston and Worcester railroad corporation cars.

D. N. PICKERING, Jr.,
Supt. Car Building B. & W. R. R.
Boston, June 10, 1848.

The New England Car Company have introduced their Vulcanized India Rubber Car Springs on the roads with which we are respectively connected, and we fully concur with Mr. Hale in the above opinion of their character and properties.

DAVENPORT & BRIDGES, Car Builders.
BRADLEY & RICE, Car Builders.
Boston, June, 1848.

LAWRENCE'S ROSENDALE HYDRAULIC Cement. This Cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms, and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE,
142 Front-street, New York.

☞ Orders for the above will be received and promptly attended to at this office. 32 1y.

ENGINEERS' AND SURVEYERS'
INSTRUMENTS MADE BY
EDMUND DRAPER,
Surviving partner of
STANCLIFFE & DRAPER.

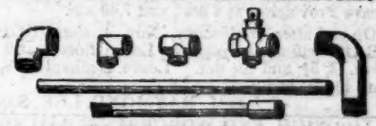
No 23 Pear street, below Walnut,
y10 near Third, Philadelphia.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to ¼ in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T's, L's, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER PLUGS.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

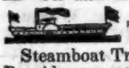
PATENT HAMMERED RAILROAD, SHIP & BOAT SPIKES. — The Albany Iron Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscribers at the works will be promptly executed.

JOHN F. WINSLOW, *Agent*.
Albany Iron and Nail Works, Troy, N. Y.

The above Spikes may be had at factory prices, of Erastus Corning & Co., Albany; Merritt & Co., New York; E. Pratt & Brother, Baltimore, Md.

RAILROADS.

BOSTON AND PROVIDENCE RAILROAD. On and after MONDAY, APRIL 2d, the



Trains will run as follows:—

Steamboat Train—Leave Boston at 5 pm Leaves Providence on the arrival of the train from Stonington.

Accommodation Trains—Leave Boston at 8 am., and 4 pm. Leave Providence at 8½, a.m., and 4, pm.

Dedham Trains—Leave Boston at 8½ am, 12 m., 3½, 6½, and 10½ pm. Leave Dedham at 7,9½, am., 2½, 5, and 8 pm.

Stoughton Trains—Leave Boston at 1 am., and 5½pm. Leave Stoughton at 1½ am., and 3½ pm.

Freight Trains—Leave Boston at 11 am., and 6 pm. Leave Providence at 4 am., and 7.40 am.

On and after Wednesday, Nov. 1, the DEDHAM TRAIN will run as follows: Leave Boston at 9 am., 12 m., 3, 5½, and 10½ pm. Leave Dedham at 8, 10½, am., 1½, 4½, and 9 pm.

WM. RAYMOND LEE, Sup't.

NORWICH AND WORCESTER RAILROAD. Summer Arrangement.—1849.

Accommodation Trains daily (Sundays excepted.)

Leave Norwich at 6 am., 12 m., and 2 55 pm.

Leave Worcester at 7½ and 10½ am., and 4½ pm., connecting with the trains of the Boston and Worcester, Providence and Worcester, Worcester and Nashua and Western railroads.

New York & Boston Line. Railroad & Steamers. Leave New York and Boston daily, Sundays excepted, at 5 pm.—At New York from pier No. 1, North River.—At Boston from corner Lincoln and Beach streets, opposite United States Hotel. The steamboat train stops only at Framingham, Worcester, Danielsonville and Norwich.

Freight Trains leave Norwich and Worcester daily, Sundays excepted.—From Worcester at 6½ am., from Norwich at 7 am.

☞ *Fares are Less when paid for Tickets than when paid in the Cars.* ☜

32 1y. S. H. P. LEE, Jr., Sup't.

EASTERN RAILROAD, WINTER ARRANGEment. On and after MONDAY, Oct. 2, 1848,

Trains will leave Eastern Railroad Depot, Eastern Avenue, Commercial-street, Boston, daily, (Sundays excepted.)

For Lynn, 7, 9 11½, a.m., 12, 2½, 3½, 4½, 6, p.m.
Salem, 7, 9, 11½, a.m., 12, 2½, 3½, 4½, 6, p.m.
Manchester, 9, a.m., 3½, p.m.
Gloucester, 9, a.m., 3½, p.m.
Newburyport, 7, 11½, a.m., 2½, 4½, p.m.
Portsmouth, 7, am., 2½, 4½, pm.
Portland, Me., 7, am., 2½, pm.

And for Boston,

From Portland, 7½, am., 3, pm.
Portsmouth, 7, 9½*, am., 5½*, pm.
Newburyport, 7½, 10½*, am., 2, 6*, pm.
Gloucester, 7½, am., 3½ pm.
Manchester, 8, am., 3½, pm.,
Salem, 7½, 8½*, 9*, 10½, 11-40*, am., 2½, 3*, 4½*, 7*, pm.
Lynn, 7½, 8½*, 9½*, 10½, 11-55*, am., 2½, 3½*, 4½*, 7½*, pm.

☞ On Monday, Wednesday, and Friday, a train will leave Boston for Lynn and Salem, at 7 o'clock; p.m.

On Tuesday, Thursday, and Saturday, a train wil leave EAST BOSTON for Lynn and Salem, at 10½ o'clock, pm.

* *Or on their arrival from the East.*

MARBLEHEAD BRANCH.

Trains to leave
Marblehead for Salem, 7½, 8½, 10, 11-25, am. 2, 4½, 6½, pm.
Salem for Marblehead, 7½, 9½, 10½, am., 12½, 3½, 5½, 6½, pm.

GLOUCESTER BRANCH.

Trains leave
Salem for Manchester at 9½, am., 4½, pm.
Salem for Gloucester at 9½, am., 4½, pm.
Trains leave
Gloucester for Salem at 7½, am., 3½ pm.
Manchester for Salem at 8, am., 3½ pm.
Freight Trains each way daily. Office 1 Merchants' Row, Boston.

Feb. 3. JOHN KINSMAN, Superintendent.

ESSEX RAILROAD—SALEM to LAWRENCE, through Danvers, New Mills, North Danvers, Middleton, and North Andover.

On and after Monday, Oct. 2, 1848,

trains leave daily (Sundays excepted,) Eastern Railroad Depot, Washington-st.

Salem for South Danvers at		7.45, 9, am., 12.45, 3.15, 6.45, pm.
Salem for North Danvers at		7.45, 9, am., 12.45, 3.15, pm.
Salem for Lawrence,		9*, am., 3.15*, pm.
Danvers	"	9.10, am., 3.15, pm.
North Danvers	"	9.20, am., 3.35, pm.
Middleton	"	9.30, am., 3.45, pm.
North Andover	"	10, am., 4.20, pm.
South Danvers for Salem at		7.45, 8.45, 11.30, am. 2, 45.5, pm.
North Danvers	"	8.20, 11.10, am., 1.40, 5.40, pm.
Middleton	"	11, am., 4.30, pm.
North Andover	"	10.35, am., 5.05, pm.
Lawrence	"	10.30*, am., 5*, pm.

* These trains will not stop at Frye's Mills nor Grove-st.

JOHN KINSMAN, Superintendent.

Salem, Oct. 2, 1848.

BOSTON AND MAINE RAILROAD.

Spring Arrangement, 1849.

Outward Trains from Boston

For Portland at 6½ am. and 2½ pm.
For Rochester at 6½ am., 2½ pm.
For Great Falls at 6½ am., 2½, 4½ pm.
For Haverhill at 6½ and 12 m., 2½, 4½ 6 pm.
For Lawrence at 6½, 9, am., 12 m., 2½, 4½, 6, 7½ pm.
For Reading 6½, 9 am., 12 m., 2½, 4½, 6, 7½, 9½* pm.

Inward trains for Boston

From Portland at 7½ am., 3 pm.
From Rochester at 9 am., 4½ pm.
From Great Falls at 6½, 9½ am., 4½ pm.
From Haverhill at 7, 8½ 11 am., 3, 6½ pm.
From Lawrence at 6, 7½, 8½, 11½, am., 1½, 3½, 7 pm.
From Reading at 6½, 7½, 9, am., 12 m., 2, 3½, 6, 7½ pm.

MEDFORD BRANCH TRAINS.

Leave Boston at 7, 9½ am., 12½, 2½, 5½, 6½, 9½* pm.
Leave Medford at 6½, 8, 10½ am., 2, 4, 5½, 6½, pm.

* On Thursdays, 2 hours; on Saturdays, 1 hour later. CHAS. MINOT, Super't.

Boston, March 27, 1849.

NEW YORK AND ERIE RAILROAD. WINTER ARRANGEMENT.

On Monday, January 1st, and until further notice, the trains

will run as follows:

FOR PASSENGERS.

Leave NEW YORK, (foot of Duane street,) at 7 o'clock, am., by steamer Erie. Leave Port Jervis at 6 o'clock am.

An Accommodation Train, for passengers and milk, will run in connection with the steamboat towing the Freight Barge, leaving New York and Port Jervis at 4 o'clock pm.

FOR FREIGHT.

Leave New York at 4 o'clock, pm., per steamboat New Haven, and Barges.

The Road will be opened to Binghampton and intermediate places on Monday, the 8th January, 1849, on which day, and until further notice, the through trains will run as follows:

FOR PASSENGERS.

Leave New York from Duane street Pier, at eight o'clock, and Binghamton at 7 o'clock, am., daily, Sundays excepted.

FOR FREIGHT.

Leave New York at 4 o'clock, pm., and Binghamton at 7 o'clock, am., daily, Sundays excepted.

H. C. SEYMOUR, Superintendent.

January 1st, 1849. ja3

NEW YORK & HARLEM RAILROAD, DAILY. WINTER ARRANGEMENT.

ON and after December 1st, 1848, the Cars will run

as follows, until further notice:—

Trains will leave the City Hall, New York, for Harlem and Morrisiana at 7, 9, 9.30, 11, am. 12 m., 2, 4, 4.15, 5.30, pm.

Trains will leave the City Hall, New York, for Fordham and Williams Bridge, at 7 30 and 9 30 am., 12 m., 2, 4 15, 5 30 pm.

Trains will leave the City Hall, New York, for Hunt's Bridge, Underhill's and Hart's Corners, at 9 30 am., 4 15 pm.

Trains will leave the City Hall, New York, for Tuckahoe and White Plains, at 7 30 and 9 30 am., 3 and 4 15 pm.

Trains will leave Davis' Brook, Pleasantville, Chapequa, Mount Kisko, Bedford, Mechanicsville, Purdy's and Croton Falls, at 7 30 and 9 30 am., 3 pm.

NOTICE—Passengers are reminded of the great danger of standing upon the platform of the cars, and hereby notified that the practice is contrary to the rules of the Company, and that they do not admit any responsibility for injury sustained by any passenger upon the platforms, in case of accident.

Returning to New York will leave
Morisiana and Harlem at 7 20,8, 8 50, 10 am., 12m., 1 35, 3, 3 45, 5, 5 35 pm.
Fordham and William's Bridge at 7, 8 30, 9 50 am., 1 15, 3 25, 5 20 pm.
Hunt's Bridge at 8 20, am., 3 18 pm.
Underhill's Road at 8 10 am., 3 08 pm.
Tuckahoe at 8 05, 9 30 am., 3 05, 5 pm.
Hart's Corners at 7 55 am., 2 52 pm.
White Plains at 7 45, 9 10 am., 2 45, 4 40 pm.
Davis' Brook at 9 am., 2 35, 4 30 pm.
Pleasantville at 8 49 am., 2 20, 4 19 pm.
Mount Kisko at 8 30 am., 2, 4 pm.
Bedford at 8 25 am., 1 55, 3 55 pm.
Mechanicsville at 8 15 am., 1 45, 3 45 pm.
Purdy's at 8 05 am., 1 35, 3 35 pm.
Croton Falls, at 8 am., 1 30, 3 30 pm.

The trains for Harlem and Morrisiana leaving City Hall at 7, 9, 9 30, 11, 12, 2, 4, and 5 30, and from Morisiana and Harlem at 7 20, 8, 10, 12, 1 35, 3, 3 45, and 5 oclock, will land and receive passengers at 27th st., 42d, 51st, 61st, 79th, 86th, 109th, 115th, 125th, and 132d streets.

The 7 30 am., and 3 pm. Trains from New York to Croton Falls, and the 8 am. Train from Croton Falls will not stop between White Plains and New York, except at Tuckahoe, Williams Bridge and Fordham.

A car will precede each train ten minutes to take up passengers in the city. The last car will not stop, except at Broome st. and 32d street.

Freight Trains leave New York at 6 am. and 1 pm.: leave Croton Falls at 7 am. and 2 30 pm., Sundays excepted.

NOTICE—On Sundays the 7 am. to Harlem and Morrisiana, returning at 8 o'clock, and the 7 30 am. to Croton Falls, returning 1 30 pm., will be omitted, and the 7 am. from Williams Bridge will leave at 7 40, and Morrisiania and Harlem at 8 o'clock am. d1

ST. LAWRENCE & ATLANTIC RAILROAD COMPANY.


Notice is hereby given that the Trains run twice per day between Montreal and St. Hyacinthe, leaving each terminus alternately, until further notice.

The first train starts from St. Hyacinthe at 7 o'clock a.m., reaching Montreal at 8¼ a.m., leaving Montreal at 2 p.m., and reaching St. Hyacinthe at 3¼ p.m.

The second train leaves Montreal at 9 o'clock, a.m., reaching St. Hyacinthe at 10¼ a.m., leaving St. Hyacinthe at 4 p.m., reaches Montreal at 5¼ p.m.

THOMAS STEERS, *Secretary.*

March 31, 1849.

BALTIMORE AND SUSQUEHANNA RAILROAD.—Reduction of Fare.


Morning and Afternoon Trains between Baltimore and York.—The Passenger Trains run daily, except Sundays, as follows:

Leaves Baltimore at - - -	9 am. and 3½ pm.
Arrives at - - - - -	9 am. and 6½ pm.
Leaves York at - - - -	5 am. and 3 pm.
Arrives at - - - - -	12¼ pm. & 8 pm.
Leaves York for Columbia at	- 1½ pm. & 8 am.
Leaves Columbia for York at	- 8 am. & 2 pm.

Fare:

Fare to York - - - -	$1 50
" Wrightsville - - - -	2 00
" Columbia - - - -	2 12½

Way points in proportion.

PITTSBURG, GETTYSBURG, AND HARRISBURG.

Through tickets to Pittsburg via stage to Harrisburg - - - - - - -	$9
Or via Lancaster by railroad - - -	10
Through tickets to Harrisbnrg or Gettysburg -	3

In connection with the afternoon train at 3½ o'clock, a horse car is run to Green Spring and Owning's Mill, arriving at the Mills at - - 5¼ pm.
Returning, leaves Owning's Mills at - - 7 am.

D. C. H. BORDLEY, Sup't.
31 1y Ticket Office, 63 North st.

GEORGIA RAILROAD. FROM AUGUSTA TO ATLANTA—171 MILES.

AND WESTERN AND ATLANTIC RAILROAD, FROM ATLANTA TO DALTON, 100 MILES.


This Road, in connection with the South Carolina Railroad, and Western and Atlantic Railroad, now forms a continuous line, 408 miles in length, from Charleston to Dalton (Cross Plains) in Murray county, Ga. 32 miles from Chattanooga, Tenn.

RATES OF FREIGHT.

		Between Augusta and Dalton. 271 miles.	Between Charleston, and Dalton. 408 miles.
1st class	Boxes of Hats, Bonnets, and Furniture, per cubic foot - -	$0 18	$0 28
2d class	Boxes and Bales of Dry Goods, Sadlery, Glass, Paints, Drugs, and Confectionary, per 100 lbs.	1 00	1 50
3d class	Sugar, Coffee, Liquor, Bagging, Rope, Cotton, Yarns Tobacco, Leather, Hides, Copper, Tin, Feathers, Sheet Iron, Hollow ware, Castings, Crockery, etc.	0 60	0 85
4th class	Flour Rice, Bacon, Pork, Beef, Fish, Lard, Tallow, Beeswax, Bar Iron, Ginseng, Mill Gearing, Pig Iron, and Grindstones, etc. - - -	0 40	0 65
	Cotton, per 100 lbs. -	0 45	0 70
	Molasses per hogshead -	8 50	13 50
	" " barrel - -	2 50	4 25
	Salt per bushel - -	0 18	
	Salt per Liverpool sack -	0 65	
	Ploughs, Corn Shellers, Cultivators, Straw Cutters, Wheelbarrows - -	0 75	1 50

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Company will be forwarded free of commissions. Freights payable at Dalton.

F. C. ARMS,
44*1y Sup't of Transportation.

LITTLE MIAMI RAILROAD.—WINTER ARRANGEMENT.


Change of Hours.

On and after Thursday, November 9th, 1848, until further uotice, Passenger Trains will run as follows:

Leave Depot East Front street at 9½ o'clock, am., and 2½ o'clock, p.m., for Milford, Foster's Crossings, Deerfield, Morrow, Waynesville, Spring Valley, Xenia, Yellow Springs, and Springfield.

Returning, leaves Springfield, at 2¾ o'clock, and 9½ o'clock, am.

Passengers for New York, Boston, and intermediate points, should take the 9½ o'clock, am., Train from Cincinnati.

Passengers for Columbus, Zanesville, Wheeling and intermediate towns, should take the 9½ o'clock, am., Train.

The Ohio Stage Company are running the following lines in connection with the Trains:

A Daily Daylight Line to Columbus from Springfield in connection with the Morning Train from Cincinna ti. Also, Daily Lines to Columbus, from Xenia and Springfield, connecting with the 2½ o'clock, pm. Train from Cincinnati.

The 2½, pm., Train from Cincinnati, and 2¾, am., Train from Springfield, are intended for the accommodation of Way Passengers only, and will be eight hours on the road.

Fare from Cincinnati to Xenia		- -	$1 90
Do	do	Springfield - -	2 50
Do	do	Sandusky City -	6 50
Do	do	Buffalo - -	10 00
Do	do	Columbus - -	4 50

For other information and through tickets, apply at the Ticket Office on Broadway, near Front-st., Cincinnati.

W. H. CLEMENTS, Superintendent.

☞ The Company will not be responsible for Baggage exceeding 50 dollars in value, unless the same is returned to the Conductors or Agent, and freight paid at the rate of a passage for every 500 dollars in value to that amount.

BALTIMORE AND OHIO RAILROAD, MAIN STEM.

The Train carrying the Great Western Mail leaves Baltimore every morning at 7½, and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harper's Ferry, Martinsburgh and Hancock, connecting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia, and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between these points $7, and 4 cents per mile for less distances.—Fare through to Wheeling $11, and time about 36 hours, to Pittsburgh $10, and time about 32 hours.—Through tickets from Philadelphia to Wheeling $13, to Pittsburgh $12. Extra train daily, except Sundays, from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M., and 5 P. M., and 12 at night from Baltimore, and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington, and the Relay House. Fare $1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for immediate distances. s13 y1

PHILADELPHIA, WILMINGTON, & BALTIMORE RAILROAD.


Summer Arrangement.

April 1st, 1849.—Fare $3.

Leave Philadelphia 8½ am., and 10 pm.
Leave Baltimore 9 am, and 8 pm.
Sunday—Leave Philadelphia at 10 pm.
" " Baltimore at 8 pm.
Trains stop at way stations.

Charleston, S. C.

Through tickets Philadelphia to Charleston, $20.

Pittsburg and Wheeling.

Through ticket, Philadelphia to Pittsburg, $12.
" " Wheeling, 13.
Through tickets sold at Philadelphia office only.

Wilmington Accommodation.

Leaves Philadelphia at 12 m. 4 and 7 pm.
Leaves Wilmington at 7½ am., 4½ and 7 pm.

Newcastle Line.

Leave Philadelphia at 2¾ pm.—Baltimore at 1½ pm.
Fare $3.—Second class, $2.
N.B.—Extra baggage charged for.

I. R TRIMBLE, Gen. Supt.

PHILADELPHIA & READING RAILROAD.

Passenger Train Arrangement for 1848.

A Passenger Train will leave Philadelphia and Pottsville daily, except Sundays, at 9 o'clock am.

The Train from Philadelphia arrives at Reading at 12 18 m.

The Train from Pottsville arrives at Reading at 10 43 am.

	Fares.	Miles.	No. 1.	No. 2
Between Phila. and	Pottsville,	92	$3.50 and	$3.00
" "	Reading	58	2.25 and	1.90
" Pottsville	"	34	1.40 and	1.20

Five minutes allowed at Reading, and three at other way stations.

Passenger Depot in Philadelphia corner of Broad and Vine streets. 8tf.

CENTRAL RAILROAD—FROM SAVANNAH to Macon. Distance 190 miles.


This Road is open for the transportation of Passengers & Freight

Rate of Passage - -	$8 00. Freight—
On weight goods generally,	50 cts. per hundred
On measurement goods -	13 cts. per cubic ft.
On brls. wet (except molasses and oil) - -	1 50 per barrel.
On brls. dry (except lime) -	80 cts. per barrel.
On iron in pigs or bars, castings for mills, and unboxed machinery - - -	40 cts. per hundred
On hhds. and pipes of liquor, not over 120 gallons -	$5 00 per hhd.
On molasses and oil -	$6 00 per hhd.

Goods addressed to F. WINTER, Agent, forwarded free of commission.

THOMAS PURSE,
Gen'l Sup't Transportation.

SOUTH CAROLINA RAILROAD.—A PASSENGER TRAIN runs daily from Charleston, on the arrival of the boats from Wilmington, N. C., in connection with trains on the Georgia, and Western and Atlantic Railroads—and by stage lines and steamers connects with the Montgomery and West Point, and the Tuscumbia Railroad in N. Alabama.


Fare through from Charleston to Montgomery daily - - - - - - -	$26 50
Fare through from Charleston to Huntsville, Decatur and Tuscumbia - - -	22 00

The South Carolina Railroad Co. engage to receive merchandize consigned to their order, and to forward the same to any point on their road; and to the different stations on the Georgia and Western and Atlantic Railroad; and to Montgomery, Ala., by the West Point and Montgomery Railroad.

JOHN KING, Jr., Agent.

THE WESTERN AND ATLANTIC RAILROAD.—This Road is now in operation to Oothcaloga, a distance of 80 miles, and connects daily (Sundays excepted) with the Georgia Railroad.

From Kingston, on this road, there is a tri-weekly line of stages, which leave on the arrival of the cars on Tuesday, Thursday and Saturday, for Warrenton, Huntsville, Decatur, and Tuscumbia, Alabama, and Memphis, Tennessee.

On the same days the stages leave Oothcaloga for Chattanooga, Jasper, Murfreesborough, Knoxville and Nashville, Tennessee.

This is the most expeditious route from the east to any of these places.

CHAS. F. M. GARNETT,
Chief Engineer

PATENT MACHINE MADE HORSE-SHOES.

The Troy Iron and Nail Factory have always on hand a general assortment of Horse Shoes, made from Refined American Iron.

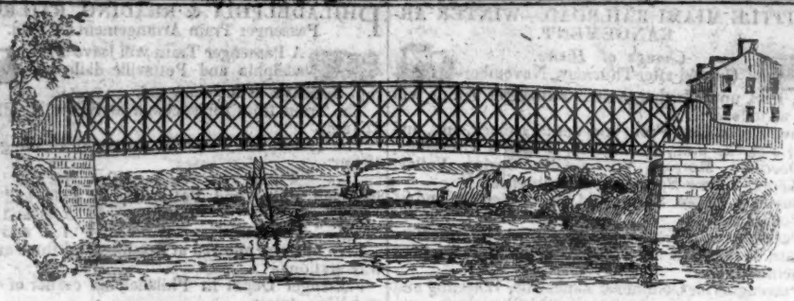
Four sizes being made, it will be well for those ordering to remember that the size of the shoe increases as the numbers—No. 1 being the smallest.

P. A. BURDEN, *Agent,*
Troy Iron and Nail Factory, Troy, N. Y.

TO LOCOMOTIVE AND MARINE ENGINE Boiler Builders.

Pascal Iron Works, Philadelphia. Welded Wrought Iron Flues, suitable for Locomotives, Marine, and other Steam Engine Boilers, from 2 to 5 inches in diameter. Also, Pipes for Gas, Steam and other purposes; extra strong Tube for Hydraulic Presses; hollow Pistons for Pumps of Steam Engines etc. Manufactured and for sale by

MORRIS, TASKER & MORRIS,
Warehouse S. E. corner 3d and Walnut streets,
Philadelphia.



RIDER'S PATENT IRON BRIDGE.

THE RIDER IRON BRIDGE having been fully tested on the Harlem Railroad, by constant use for about eighteen months, and found to answer the full expectations of its most sanguine friends, is now offered to the public with the utmost confidence as to its great utility over any other Bridge now known.

The plan of this Bridge is to use the iron so as to obtain its greatest longitudinal strength, and at the same time is so arranged as to secure the combined principles of the *Arch, Suspension and Triangle*, all under such controlling power as causes each to act in the most perfect and secure manner, and at the same time impart its greatest strength to the whole work.

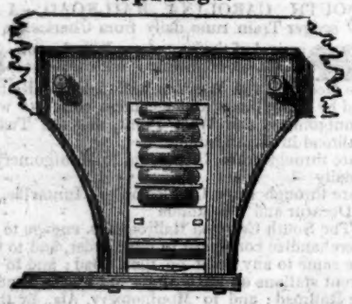
THE IRON RIDER BRIDGE COMPANY are prepared to furnish large quantities of Iron Bridging for Railroad or other purposes, made under the above patent, at short notice, and at prices far *more economical* than the best wood structure, and on *certain conditions*, the first cost may be made the same as wood.

Models, and pamphlets giving full descriptions of the RIDER BRIDGE, with certificates based on actual trial from undoubted sources, will be found at the office of the Company, 74 BROADWAY, *up stairs*, or of W. RIDER & BROTHERS, 56 *Liberty Street*, where terms of contract will be made known, and where orders are solicited.

M. M. WHITE,
Agent for the Company.

November 25, 1848.

Fuller's Patent India-Rubber Springs.



THERE *can now be no ground of opposition whatever to these Springs.* The Commissioner of Patents has not only rejected the application for a Patent for a similar Spring, but *a Patent has just been granted for an entirely new species of India Rubber*, the quality of which can be surpassed by no other kind, as the experiments which have lately been publicly made, have fully proved. No extremes of heat or cold can effect it, nor will any amount of pressure permanently alter its shape. This Patent refutes the statement of the "New England Car Company" as to their sole right to use India Rubber.

The Spring (composed by alternate layers of India Rubber Discs and Metal Plates) is superior to any other form of Spring, for several reasons: It is the lightest, the most simple and most durable—there being less friction in this than in other kind; it can be regulated to any extent desired. A less quantity of Rubber is required in this form to make a good spring than in any other because each disc or ring of India Rubber is firmly supported by metal plates, and forms in itself a distinct spring—nor is any spiral spring required. The Patentee is consequently able to supply efficient springs at a less cost than any other parties can do. Purchasers are guaranteed in the use of these springs.

The New England Car Company have no right to make an Indiarubber Spring with a Bolt through the centre. All companies using such a spring are liable to an action.

Fuller's spring has been used nearly four years with complete success. It is applicable equally to Passenger and Freight Cars, to Locomotives and Tenders.—Bumpers and Draw Springs are always kept on hand, which merely require screwing to a car. It has lately been applied also to several kinds of *Machines*.

Action will be brought against all persons infringing upon these patents.

The subscriber will show Models and Drawings of the various modes of application to CARS, Machines, Omnibuses, &c.

G. M. KNEVITT, Agent.

Principal office, No. 78 Broad st., New York.

Branch office, Messrs. James Lee & Co.'s, No. 18 India Wharf, Boston.

Mr. Hale, the President of the Boston adn Worcester Railroad, wrote an article concerning Fuller's Springs. The "New England Car Company" take the liberty of publishing that article, omitting, however, a very important part; it is therefore given in full now, and the portion omitted by the New England Car Company is printed in italics, that the public may judge the manner in which this "company" pervert Mr. Hale's meaning.

[*From the Boston Advertiser of the 7th June*].

INDIA RUBBER SPRINGS FOR RAILROAD CARS.

"Of the numerous uses to which the wonderful elasticity and durability of India rubber, renders this material applicable, we are hardly aware of one, in which it has been more successful than in forming springs for railroad cars. We have had occasion to observe, for some months past, its application to this use, on one of the passenger cars on the Newton special train of the Boston and Worcester railroad.—It is there used not only for the springs on which the car rests, but for the springs attached to the draw bar, at each end of the car, to prevent any jar on the sudden commencement, or interruption of the motion of the car. For both these purposes it seems to be admirably adapted, and we do not learn that during that period in which it has been used, any defect has been discovered. It renders the movements of the car extremely easy, and protects it more effectually, we think, than any other spring we have seen in use, from every harsh or unpleasant motion, either vertical or horizontal. It is also simple in its form and application, extremely light, and little liable to get out of repair. During the period of some months in which we have seen the springs in operation, there is no apparent wear or diminution of its efficiency. *Each spring is composed of several circular layers of rings of India rubber, a thin metallic plate of the same size being interposed between each of the layers. From the simplicity of its form, it cannot be expensive, and it admits of being made more or less elastic almost at pleasure. The invention, we understand, was first patented in England, where it has been introduced into general use on several of the principal railroads, and we have no doubt it will come into very extensive use in this country. The patent for this invention, we understand, has been granted to Mr. W. C. Fuller, in England and France, and also in this country. Mr Knevitt, of New York, is the agent for the patentee in the United States, and he has established a branch office for the supply of the article in this city, as may be learned from an advertisement in another column of this paper.*"

CORROSIVE SUBLIMATE.

THIS article now extensively used for the preservation of timber, is manufactured and for sale by POWERS & WEIGHTMAN, manufacturing Chemists, Philadelphia.

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April 22, 1848. ly*17

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